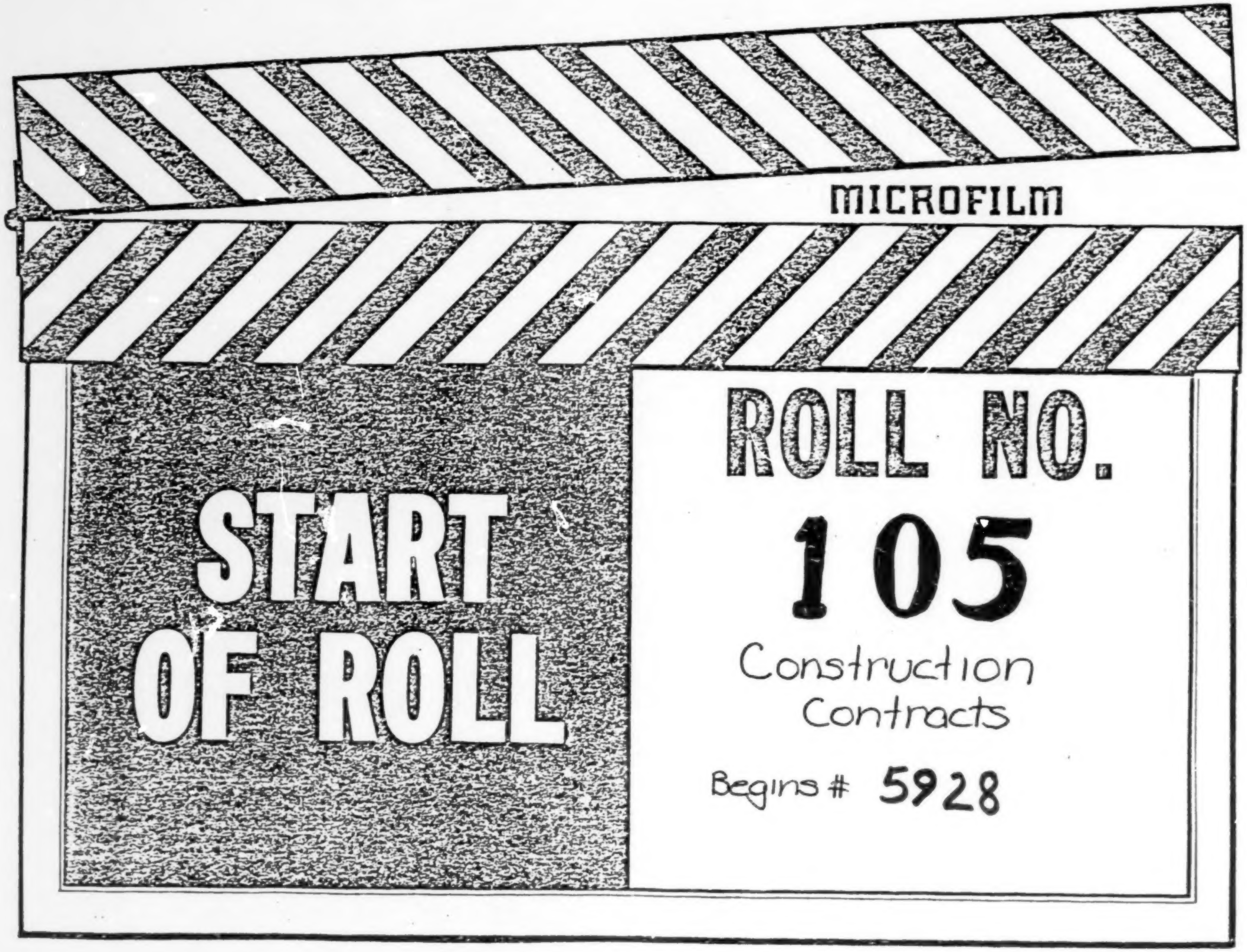


MICROFILM

START OF ROLL

ROLL NO.

105

Construction
Contracts

Begins # 5928

34-1613 Beaverton Traffic Signal Installation
Tualatin Hwy. at Hocken St.
#5928 1961

C&A
2384
6-8-61

RECEIVED
MAR 2 1962
FOR FILING

FORM B-103-K 50M 1-61

COMMISSIONERS
M. K. McIVER, Chairman
Portland
KENNETH N. FRIDLEY, Member
Wasco
GLENN L. JACKSON, Member
Medford

Floyd Query, Secretary
Salem

34-1613

5928

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 27, 1962

Mr. Robert D. Malsey
City Superintendent
City Hall
Beaverton, Oregon

Dear Mr. Malsey:

You called Mr. J. Al. Head, Assistant Traffic Engineer, on Friday, February 23, and inquired as to the status of the refund on the Hocken Street signal with the Tualatin Valley Highway in Beaverton.

In checking this out, we find that the project has been completed and the Bridge Division is in process of finalizing the project. You should have your refund within the next 30 days.

Very truly yours,

Tom Edwards
Asst. State Highway Engineer

by

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

JAH:tm
cc: Tom Edwards
I. D. Merchant
A. E. Johnson
D. L. Peterson

CONSTRUCTION DIVISION
RECEIVED
FEB 28 1962
NOTED ☐ ☐ ☐ ☐ ☐
Ce ACE ACE CCE

NOTED
TOM EDWARDS

RECEIVED
MAR 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 26 1961
FOR FILING
34-1613

5928

October 25, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5928 for traffic signal installation on Hocken Street in Beaverton, on the Tualatin Valley Highway in Washington County was completed by the contractor, Ace Electric Co., on October 6, 1961, and was formally accepted by the Highway Commission on October 20, 1961.

Final payment in the amount of $3,110.13 will be released to the contractor on or after November 1, 1961. The total contract amount is $9,236.43, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Ace Electric Co.,
5104 NE Oregon St.,
Portland
Oregon

RECEIVED
OCT 17 1961
FORM E-90X 50M 7-60 29396
FOR FILING

34-1613
5928

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1961

SUBJECT:

To:

Mr. D. B. Parkes
Contract Payments

OFFICE

Ace Electric Company completed work on the Beaverton (Hoken Street) Traffic Signals on the Tualatin Valley Highway in Washington County, Contract No. 5928, on October 6, 1961. Will you please secure authority from the Commission to pay the final estimate on this job.

NOTED ON CARD
dc

Ivan D. Merchant
Bridge Engineer

dl

CC: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
JUL 18 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

34-7613

5928

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 17, 1961

Mr. E. A. Kendrew
Assistant Engineer
Southern Pacific Company
324 Union Station
Portland, Oregon

Dear Mr. Kendrew:

We are transmitting under separate cover the two additional copies of the specifications for the traffic signal installation at the intersection of the Tualatin Valley Highway and Hocken Street in Beaverton. Additional copies of these specifications were requested at a recent meeting held with a representative of our Traffic Engineering Division and with Mr. C. E. Jaqua of the Public Utilities Commission. At this meeting the proposed operation of the traffic signal, with respect to your railroad track warning circuits, was also discussed.

You did state at that time, that you wish to be advised officially of a proposed revision in traffic signal operation that was outlined at the above mentioned meeting. The operation of the traffic signal upon railroad pre-emption will be as follows:

1. Upon receiving the initial impulse from the railroad track circuit, the traffic signal will show immediate flashing red to Hocken Street and immediate flashing yellow for the Tualatin Valley Highway. This condition will exist for ten seconds.

2. Upon expiration of the above mentioned ten-second period, the traffic signal will change to a green indication to the Tualatin Valley Highway and a red indication to Hocken Street for a period of 15 seconds.

3. If the railroad actuation is still being received at the end of 25 seconds, the controller operation will revert to a flashing red on Hocken Street and a flashing yellow on the Tualatin Valley Highway until the termination of the railroad pre-emption signal.

NOTED
[illegible]

It is assumed that the above mentioned information will be adequate for your purposes of coordinating the railroad circuit work with our traffic signal circuit work. If any further information is desired, please do not hesitate to contact this office.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

LEG:dh
bc: G. S. Paxson
C. E. Jaqua

RECEIVED
JUL 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 1961
FORM E-30 80M 3-61 34297
FOR FILING

34-1613

5928

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

Ace Electric Company started work on the Beaverton (Hocken Street) Traffic Signal Project on the Tualatin Valley Highway in Washington County, Contract #5928 (State Project), on June 29, 1961.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
JUN 29 1961
FOR FILING
34-1613

5928

June 28, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

The office of the Public Utility Commissioner has brought to our attention the fact that on the projected installation of flashing light signals at the Hocken Street railroad crossing in the city of Beaverton provision is being made for an advance warning time of 30 seconds.

As you are aware, the flashing light signals at this location will be interconnected with traffic signals which are being installed at the intersection of the Tualatin Valley Highway and Hocken Street immediately adjacent to the railroad crossing. The interconnection has been so designed that upon actuation by the track circuit, traffic entering the intersection from Hocken Street will receive a red indication. In view of this condition, it is believed desirable to hold the advance warning time on the railroad signals to a minimum. It is the feeling of this office that if it is at all feasible, the advance warning time should be 20 seconds rather than 30 seconds.

It is believed that because of the positive control of the short red signal indication, the 20-second advance warning will be adequate for safety reasons. The shorter warning time will also cause a minimum of delay to Hocken Street traffic. If such a change is possible in your plans, it would be appreciated if the change could be made.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

VPJ:pk ae

cc to: Mr. James E. Singleton
Mr. W. C. Williams, Mr. F. B. Crandall, Mr. Dennis Peterson

C
O
P
Y

STATE OF OREGON

Public Utility Commissioner
Salem

June 19, 1961

Mr. A. W. Kilborn, Supt.
Southern Pacific Company
251 Union Station
Portland 9, Oregon

Dear Mr. Kilborn:

This is in reference to your letter of June 7, 1961, and the matter of the proposed signal installation control arrangement shown on S.P. Co. Portland Division Drawing No. A-2237, which was attached. (Your GMO 81494)

This control arrangement is in compliance with the requirements of PUC Or. No. 37713, and in conformity with the accepted standards set by your company and the Public Utility Commissioner.

However, at this location, a "hold" period on the highway for vehicle traffic, will be governed by the overriding feature of the combined crossing and traffic control signal integrating operating circuits, and it is very desirable, from the standpoint of vehicle traffic control, that this period be held to a minimum. As the vehicle speeds over and approaching the Hockens Street crossing will be comparatively slow, and as there is but one track to cross, the time required for clearing the crossing will be short and well controlled by the adjacent signals on the highway. It is probable, therefore, that the warning interval for railroad crossing traffic can be reduced in time to the minimum of 20 seconds with perfect safety. This, of course, would necessitate a shortening of the circuits as they are shown or proposed on Drawing A-2237.

Track circ uits which would be sufficiently long to provide a warning interval of twenty seconds under normal operating conditions and operating speeds would meet the approval of this office, and be satisfactory to the Highway Department. Allowing one additional second for relay pickup, which should be adequate, the circuit length necessary on the West or Tillamook side of the crossing would then be approximately 627 feet, and on the East side, approximately 616 feet.

Please let us know if such an arrangement meets with your approval, and if so, if the changes in the circuit lengths can still be made before the installation is completed.

Very truly yours,

JONEL C. HILL, Commissioner

by

James E. Singleton
Director of Transportation

JES:cpb

copy Made: 6-27-61 njc

RECEIVED
JUN 22 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible]

5928

June 22, 1961

Ace Electric Co.,
5104 NE Oregon St.,
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5928, awarded May 26, 1961, for the Beaverton traffic signals at Hocken St. Jct. on the Tualatin Valley Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
1960

FOR FILING

COMMISSIONERS
McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

34-1613

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 13, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 381 - Beaverton - Hocken
Street G-Xing
S. P. Co. - Washington County

Dear Sir:

In accordance with your notice of June 9, 1960, I am enclosing five signed copies of the State Highway Commission's answer in the above titled matter, your Docket No. SXF-140.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson
Tom Edwards
A. E. Johnson

NOTED
G. S. PAXSON

RECEIVED
JUN 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Pux 381

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the City of Beaverton, a municipal corporation and political subdivision of the State of Oregon, for authority to construct a crossing at grade with the tracks and right-of-way of the Southern Pacific Company at Beaverton in Washington County in Section 16, Township 1 South, Range 1 West, W.M.	No. SXF-140 ANSWER OF OREGON STATE HIGHWAY COMMISSION

Comes now the State of Oregon, by and through its State Highway Commission, Respondent, and for its answer to the application in the above entitled cause and matter respectfully represents:

I

That S. W. Hocken Street is not a city street under the jurisdiction of Respondent and no objection is made to issuance of an order in accordance with the petition, provided said order includesthe condition that the connections with the Farmington Secondary State Highway No. 142 and with the Tualatin Valley Highway, being State Highway No. 29, be made in accordance with the requirements of the State Highway Engineer or his authorized assistants.

Dated at Salem, Oregon, this 13th day of June, 1960.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By__________________________
J. W. DeSOUZA - Assistant Counsel for
the State Highway Commission

RECEIVED
JUN 23 1961

FOR FILING

4 11 12

5928

MISC. CONTRACTS and
AGREEMENTS No. 2924

Salem, Oregon
June 8, 1961

Traffic Signal Agreement
Tualatin Valley Hwy. & Hocken Street
City of Beaverton

Mr. C. G. Swenson
County & City Relations Engineer
Office

Attached is a conformed copy of an agreement with the City of Beaverton covering signal installation at the intersection of the Tualatin Valley Highway and Hocken Street in the City of Beaverton.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Beaverton

Secretary

rn
Attach; 1

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1961

SUBJECT: Traffic Signal Agreement
Tualatin Valley Hwy. & Hocken Street
City of Beaverton

To: Mr. P. M. Stephenson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 3/10/61.

C. G. Swenson

C. G. Swenson
County and City Relations Engineer

JDG:mm
Att.

cc: Mr. J. Al Head

RECEIVED
JUN 8 1961
FOR FILING

34-1613

5928

June 8, 1961

Robert O. Malsey
City Recorder
City Hall
Beaverton, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Beaverton a fully executed copy of a traffic signal agreement between the State Highway Commission and the City of Beaverton covering signal installation at the intersection of the Tualatin Valley Highway and Hocken Street in the City of Beaverton.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc 1

RECEIVED
MAR 31 1961

FOR FILING

34-1613
5922

Agenda
4a-1

Cross Referenced To:
Const
Sig. Xing
381

March 15, 1961

550

Mr. Robert O. Malsey
City Superintendent
City of Beaverton,
Oregon

Dear Mr. Malsey:

On January 19, 1961 you wrote a letter to Mr. O. S. Paxson, Assistant State Highway Engineer, advising that the City Council of Beaverton had approved City participation in the cost of installing signals at the intersection of the Tualatin Valley Highway and Hocken Street. This matter was considered by the Highway Commission at its meeting on March 10.

Mr. W. C. Williams, State Highway Engineer, explained that completion of Hocken Street will increase the industrial traffic at the intersection and also that a proximity of the Southern Pacific Railroad creates a hazardous condition.

The Commission approved installation of a fully actuated traffic signal at the intersection to be interconnected with flashing light railroad signals which are to be installed at the railroad crossing. This action was taken contigent upon installation of the flashing light railroad signals at the railroad crossing. The signal installation is estimated to cost $15,000, and it was the Commission's understanding that the City of Beaverton is willing to pay one half of the cost of the installation and to provide for all future maintenance and power needs.

An agreement covering the details of this installation is being prepared and will be forwarded to you for approval by the City.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FC:mb
cc: O. S. Paxson
F. B. Crandall

City of Beaverton
MUNICIPAL BUILDING · BEAVERTON, OREGON

January 19, 1961

Oregon State Highway Department

Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Sirs:

In reference to your letter of January 16, 1961 concerning City participation in costs of signal installation at the intersection of Tualatin Valley Highway and Hocken Street, we enclose a copy of the letter to Mr. Val Johnson confirming the approval of the City Council in this matter.

Yours truly,
CITY OF BEAVERTON
Robert O. Malsey
Robert O. Malsey
City Superintendent

ROM:amm

RECEIVED
JAN 20 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 10 1961

FORM E-30 50M 7-59 22124
FOR FILING
34-1613

5728

Cross Referenced To:
Const
Grade Xings
Pux-381

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1961

SUBJECT: Pux 381 - Beaverton-Hocken
Street G-Xing
Southern Pacific Company

To: Mr. G. S. Paxson
Assistant State Highway Engineer

OFFICE

Herewith I hand you copy of Order No. 37713 issued by the Public Utility Commissioner, under date of March 2, 1961, relative to the above-titled project.

It should be noted that in additior to a requirement for the signalization of the railroad grade crossing the order provides for the installation of signals at the intersection of Hocken Street with the Tualatin Valley Highway. This requirement appears to be consistent with a letter written to the Public Utility Commissioner by Mr. G. S. Paxson, dated January 16, 1961.

J. W. De Souza
J. W. DeSOUZA
Assistant Counsel

Enclosure
cc: Tom Edwards (2)
A. E. Johnson (2)
F.B. Crandall
I. A. DeFrance (2)
H. B. Simpson
J. W. Nash (3)

RECEIVED
MAR 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
S. PAXSON

Order #37713

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF-140

In the matter of the application of the CITY OF BEAVERTON, a municipal corporation and political subdivision of the State of Oregon, for authority to construct a crossing at grade with the tracks and right-of-way of the Southern Pacific Company at Beaverton in Washington County in Sec. 16, T. 1 S., R. 1 W., W. M.	ORDER

The above entitled matter was duly heard on October 3, 1960, at Beaverton, Oregon, before Lou Greenberg, Examiner for the Commissioner. The following appearances are of record herein:

For Applicant:

Wallace A. Leaf, City Attorney
Beaverton, Oregon
In behalf of City of Beaverton

For Respondent:

Kenneth M. Judd, Attorney
Portland, Oregon
In behalf of Southern Pacific Company

For Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon

On June 8, 1960, the City of Beaverton, hereinafter referred to as Applicant, by and through its City Recorder, filed its application with the Commissioner couched in terms indicative of a request for authority to construct a crossing at grade of the tracks and right-of-way of Southern Pacific Company, hereinafter referred to as Southern Pacific, and S. W. Hocken Street, hereinafter referred to as Hocken Street, in the City of Beaverton. A reading of the application in its entirety, however, discloses that Applicant in fact proposes to alter an existing railroad-highway grade crossing at the aforesaid location, designated in the Commissioner's Catalog of Railroad Crossings as FD-756.1, by excavating, leveling, widening, rebuilding and paving in connection with its improvement of Hocken Street.

The application sets forth the average daily volume of vehicular and train traffic and existing sight distances at the subject crossing, proposes the installation of automatic flashing light warning signals and gongs and the manner in which the cost of installation and maintenance of such protective devices should be allocated. Detailed plans of the proposed alteration are attached to and by reference made a part of the application.

On June 13, 1960, the State of Oregon, by and through its State Highway Commission, filed its answer stating it had no objection to the issuance of an order in accordance with the application, provided said order includes the condition that the connections with the Farmington Secondary State Highway No. 142 and with the Tualatin Valley Highway, being State Highway No. 29, be made in accordance with the requirements of the State Highway Engineer or his authorized assistants.

On July 18, 1960, its time to answer having been duly extended, Southern Pacific filed its answer stating it does not oppose the issuance of an order authorizing the construction of the grade crossing which is the subject of this application provided that the cost of the construction of the crossing and the installation of appropriate signs or signals will be assessed to the City of Beaverton with the exception that Southern Pacific will, after the installation of the crossing and the appropriate signs or signals, bear the maintenance cost of the crossing between the tracks and for a distance of 18" on either side of the tracks and the signs or signals. The answer also alleges that the small volume of vehicular traffic and train movements at this crossing does not warrant the installation of automatic activated bells and flashing signals or any other mechanical signals on each or either side of the crossing for the safety of the traveling public and the operation of the railroad, and that because of the small volume of vehicular traffic and train movements, sufficient protection can be provided by installing two Commissioner's Standard No. 1R "Reflectorized Cross-Bucks".

Thereafter the matter was set down for hearing at the time and place aforementioned by order made and entered September 14, 1960, and notice sent to all interested parties and those having appeared and answered.

During the course of the hearing the application was amended by striking therefrom the proposal to install automatic activated bell and flashing signals and substituting therefor a proposal to install Commissioner's Standard No. 1 Reflectorized Crossing Signs.

Evidence was adduced on behalf of Applicant and Southern Pacific, the hearing was completed, the site of the crossing and surrounding area visted and viewed by the Examiner, and the matter submitted for determination. Based upon said evidence and record it is found that:

Applicant is an incorporated city in the State of Oregon, and the alteration of a grade crossing of a highway within the boundaries of said city at a point where such highway intersects the tracks and right-of-way of a railroad is within the discretion and authority of the Public Utility Commissioner of Oregon pursuant to the provisions of ORS 763.010, 763.030, 763.080, 763.090 and 763.100.

The crossing, which is the subject of this proceeding, is located in the City of Beaverton in the NW¼ of the NE¼ of Section 16, in Township 1 South, Range 1 West, W.M., in Washington County, Oregon. At a point of intersection, designated as Railroad Survey Station 615+63.00 and Street Survey Station 9+83.66, Hocken Street crosses the single track and right-of-way of the Tillamook Brach of Southern Pacific.

Hocken Street runs north-south. Its southern terminus is Farmington Road. Running north 300' it crosses the east-west tracks and right-of-way of Southern Pacific then immediately intersects Tualatin Valley Highway, which is adjacent and parallel to the Southern Pacific right-of-way. It continues north approximately 1,100' to the Beaverton city limits at Electric Avenue, thence it enters and runs along the large Tektronix industrial tract on which are contained the Tektronix plant and others, employing 3,500 to 4,000 people. That portion of Hocken Street north of Tualatin Valley Highway is now a convenient access to the described industrial tract for traffic approaching from the south, in which lie the business and residential areas of Beaverton and the close-by residential areas of Tualatin, Tigard, West Slope and Raleigh Hills.

Some of the traffic bound for the Tektronix tract, traveling east on Farmington Road, now passes Hocken Street, goes about 1,000' to the next north-south highway, Cedar Street, on which it turns north to Tualatin Valley Highway, then west on Tualatin Valley Highway, back to Hocken Street, then proceeds north on Hocken. The given direction of the traffic is that of the workbound morning. The homebound movement in late afternoon reverses the direction, but maintains the pattern. There is a railroad crossing of the mentioned Southern Pacific tracks and right-of-way on Cedar Street, which is signalized with a "Wigwag" type electric signal.

Applicant proposes to alter, reconstruct and widen Hocken Street from Farmington Road, which is about 300' south of the crossing, to Electric Avenue. The proposed reconstruction involves excavating, leveling, application of base rock and asphaltic concrete surfacing and other improvements. The widening proposed is from the present 40' to 60'.

Visibility of approaching trains from vehicles proceeding toward the crossing in a northerly direction on Hocken Street is obscured by buildings on both sides of the street. The sight distances from vehicles so proceeding from a point 131' south of the center of the tracks, are 65' to the east, 195' to the west. Approaching the crossing from the north the sight distances are 3,900' to the west, 134' to the east, from a point 131' north of the center of the tracks.

The maximum speed of trains at the intersection has been fixed by the Interstate Commerce Commission at 20 miles per hour.

Official notice is taken of the U.S. Department of Commerce, Bureau of Standards publication "Braking Performance of Motor Vehicles", 1954 issue, together with other official publications, and the intelligence therein contained that the safe stopping distance for the average motor vehicle travelling at 25 miles per hour is 131.2', measured from the center of track, and considering the average vehicle driver's perception and brake reaction time under normal operating conditions.

Passenger trains are not operated over the Tillamook branch of Southern Pacific and the unscheduled freight trains, averaging one each way daily, will move over the crossing at unknown and unspecified times, usually between the hours of 8:00 a.m. and 3:00 p.m.

The average daily volume of vehicular traffic over the crossing in the recent past has been 100 vehicles of all types. It is estimated that within one year after the alteration is completed the vehicular traffic over the crossing will be 3,000 to 4,000 vehicles daily.

There have been relatively few accidents at the crossing, only one recent accident having been reported. That occurred on August 14, 1960, at 5:25 p.m., when two persons were injured. Train schedules have since been changed.

When the alteration is completed and Hocken Street paved and widened, much of the traffic now moving over adjacent and parallel Cedar Street between Tualatin

Valley Highway and Farmington Road is likely to be diverted to the portion of Hocken Street lying between those two state highways. The actual amount of traffic that will thus be diverted and the vehicular use of the subject crossing is conjectural. That it will be substantial is evident from these facts: The vehicular traffic on the Cedar Street crossing is in excess of any other crossing and of any other intersection in Washington County, being between 10,000 and 12,000 vehicles daily; 60% to 70% of the eastbound morning traffic on Farmington Road which now passes Hocken Street and turns north onto Cedar Street will, when the alteration is completed, use Hocken Street and the Hocken Street crossing; at least 60% to 70% of the southbound late afternoon traffic out of the Tektronix tract on Hocken Street, which presently turns east on Tualatin Valley Highway to reach and negotiate the Cedar Street crossing will not turn east but proceed directly across Tualatin Valley Highway to negotiate the Hocken Street crossing.

Many school children now using the signalized Cedar Street crossing on their way to and from school are likely to use the Hocken Street crossing when altered, at hours when train movements may be expected.

Applicant proposes to alter, reconstruct and pave the crossing at its own cost and expense, but proposes that Southern Pacific share with Applicant the cost of signalization by Southern Pacific paying one-half thereof. Southern Pacific has not clearly expressed its willingness to share any portion of such cost.

The expert witness testifying for Southern Pacific on the question of the appropriate signalization of the crossing recommends reflectorized cross-bucks and states that flashing light signals and gongs would be a hindrance and create an additional traffic hazard, because traffic on Farmington Road would be hindered by vehicles stopped or slowed by such electric signals.

The Commissioner is not unmindful of the economy of the signalization proposed as compared with the substantially greater cost of the alternative of automatic flashing signals and gongs. The public safety, however, is paramount and must take preference over economy.

ORS 763.030 empowers the Commissioner to authorize the alteration of a crossing, with due regard to the public safety, public convenience and the general public welfare.

Analysis of the facts and related circumstances in this proceeding leads to the unavoidable conclusion that to authorize the alteration and use of the crossing protected only by reflectorized cross-bucks, as proposed, would result in potential danger and substantial hazard to the traveling public, both afoot and in vehicles. To permit such signalization of the altered and widened crossing would ignore the public safety, public convenience and the general public welfare.

The sight distances at the crossing are inadequate to allow a proper margin of safety. The crossing will be heavily traveled by more than 3,000 vehicles daily. Trains will traverse the crossing at hours when vehicular traffic is heaviest. Trains will pass over the crossing at hours when school children use it going to and returning from school. The sight distances are adequate from a stop position at the crossing, but to require vehicles to stop at the crossing, except to permit a train to pass, would result in traffic being unnecessarily impeded and the public unwarrantedly inconvenienced.

To properly safeguard public travel over the subject crossing it will be necessary to install automatic flashing electric light warning signals of a type approved by the Commissioner, such as Commissioner's Standard No. 2, and warning gongs operating simultaneously with such signals.

To guard against the hazard of vehicles moving over the crossing while proceeding in a northerly direction from becoming immobile while over the tracks because of motor traffic proceeding over Tualatin Valley Highway, it will be necessary to install traffic control signals at the intersection of that Highway with Hocken Street. The operation of such traffic signals should be syncronized with the traffic control signals at the railroad-highway crossing to afford unhampered flow of traffic and prevent traffic from stopping on the tracks.

A just and reasonable division of the expenses entailed in procuring and installing automatic electric warning signals and gongs of the character described, under the circumstances existing, is payment of one-half of such expenses by Applicant and one-half by Southern Pacific.

The cost of maintaining and replacing, when necessary, such protective devices and of maintaining the crossing should be borne by Southern Pacific.

The cost of altering, reconstructing, widening and repaving the crossing should be borne by Applicant.

Due regard for the public safety requires that, in addition to the foregoing protective devices at the crossing, there be installed traffic control signals at the intersection of Hocken Street and Tualatin Valley Highway, the operation of such signals to be snycronized with the signals to be installed at the adjacent Hocken Street railroad-highway crossing.

From the foregoing it is concluded that the proposed crossing being in the public interest, the application should be granted upon the terms herein contained; it is therefore

ORDERED that the application of the City of Beaverton for authority to alter the railroad-highway grade crossing at the point where S.W. Hocken Street in the City of Beaverton crosses the tracks and right-of-way of the Southern Pacific Company in the NW¼ of the NE¼ of Section 16, in Township 1 South, Range 1 West, W.M., in Washington County, Oregon, at the intersection of Railroad Survey Station 615+63.00 and Highway Survey Station 9+83.66 and designated in the Commissioner's Catalog of Railroad Crossings as FD-756.1, be and the same hereby is granted upon the terms as follows:

1. That Southern Pacific Company shall procure and install at proper locations, one on each side of the crossing and to the right of vehicles approaching the crossing, Commissioner's Standard No. 2 flashing light signals and gongs, the signals to be actuated by approaching trains through track circuit controls which will provide a warning interval of not less than 20 seconds nor more than 30 seconds before the arrival of a train traveling at the maximum permissible speed. "Stop on Red Signal" signs shall be installed and used in conjunction therewith.

2. That the City of Beaverton reimburse Southern Pacific for one-half the cost of said warning devices and equipment and one-half the cost of installation thereof.

3. That the City of Beaverton install or cause to be installed, and thereafter maintain or cause to be maintained, traffic control signals at the intersection of S. W. Hocken Street and Tualatin Valley Highway, the operation thereof to be syncronized with the signals at the adjacent Hocken Street railroad-highway crossing, such highway control signals to be installed pursuant to the specifications and under the supervision of the Oregon State Highway Commission; and it is further

ORDERED that before the signals are installed, there be submitted to the Commissioner, for his approval, a diagram showing thereon the track circuiting plan and railroad crossing signal control details proposed for installation; and it is further

ORDERED that the alteration, reconstruction, widening and paving shall be done in a good and workmanlike manner and in conformity as to track location, grade and angle of crossing with map showing plan and profile thereof, submitted with the application and by this reference made a part hereof; and it is further

ORDERED that the crossing shall be surfaced for the full width of the roadway between curbs and between the rails, and for a distance of two feet outside thereof, with asphaltic concrete in such manner as to make a good, safe and level crossing; and it is further

ORDERED that after completion of the alteration of the crossing, Southern Pacific Company shall maintain, at its own expense, its track and roadbed and that portion of the crossing surface lying between the rails and for a distance of two feet outside thereof, together with the crossing signs and the automatic flashing signals, and gongs, and their wiring and control apparatus and replace whenever necessary such signals, gongs, wiring and control apparatus; and it is further

ORDERED that the City of Beaverton shall, at its own expense, maintain that portion of S. W. Hocken Street outside the track area, together with the street surfacing and facilities and appurtenances; and it is further

ORDERED that the within order shall be effective on the date of the execution hereof.

Made and entered this 2nd day of March, 1961.

Public Utility Commissioner

(SEAL)

RECEIVED
MAY 1 1961

FOR FILING

34-1613

5938

Cross Referenced To:
[illegible]
[illegible]
[illegible] 381

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1961

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
Tualatin Valley Hwy. @ Hocken Street
Beaverton

To:

C. G. Swenson
County-City Relations Engineer
Building

At its meeting of March 10 the State Highway Commission approved the installation of a fully actuated traffic signal at the intersection of the Tualatin Valley Highway and Hocken Street in the city of Beaverton.

There are attached nine copies of a State-City Agreement covering this installation. These agreements have been checked and found correct.

Will you please care for the further processing of these agreements.

NOTED

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:njc

Attachments

cc G. S. Paxson

RECEIVED
APR 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 19 1961
FOR FILING
34-1213
S 1/2 P

Cross Referenced To:
Const
Grade Crossings
FUX - 381

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1961

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
Tualatin Valley Hwy. at Hocken Street
Beaverton

To:
L. I. Lindas
Chief Counsel
OFFICE

The State Highway Commission, at its meeting on March 10, approved the installation of a fully-actuated traffic signal at the intersection of the Tualatin Valley Highway and Hocken Street in the city of Beaverton. Will you please prepare the necessary State-City Agreement.

It is believed that the following points should be covered in the agreement.

1. The highway involved is the Tualatin Valley Highway, No. 29, ORE8.
2. The intersection involved is that of the Tualatin Valley Highway and Hocken Street.
3. It is planned to install a fully-actuated traffic signal at the intersection, with such signal being inter-connected with the proposed flashing light signal at the Southern Pacific Railroad crossing on Hocken Street, just south of the intersection. There are attached plans showing the proposed installation.
4. The installation is estimated to cost $15,000.
5. The State shall make the installation , either with its own forces or by contract and in the first instance, pay all costs thereof. The final cost shall be shared equally by the City and the State.
6. The City shall maintain the traffic signal after installation and pay for all electrical energy consumed. The City shall make no changes in the timing of the signal without prior approval in writing from the State.
7. The City, upon returning the signed agreements, shall submit its check for one-half the estimated cost of the installation.

8. It is agreed between the two parties to this contract that at such time as the material installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as that of the original installation.

It is planned to call for bids on this project at the May 23 Bid Opening. If after preparation you will submit the agreements to this office, we will check them and care for further processing.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: G. S. Paxson ✓
C. G. Swenson

RECEIVED
APR 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1961
FORM E-BOX 50M 7-60 29396
FOR FILING
34-1613
5728

Cross Referenced To:
Const
Gr. Xing
381

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1961

SUBJECT: Proposed Traffic Signal Installation
Tualatin Valley Hwy. at Hocken Street
Beaverton

To:

MEMO TO FILE

On Friday, April 7, Mr. George of this office and I met with Mr. C. E. Jaqua of the PUC, and Mr. Ernest Kendrew and Mr. Bob Holland of the Southern Pacific Company, in regard to the above installation. It will be recalled that it was our original plan to so wire the controller for this installation that upon actuation of the track circuit the traffic signals would show a steady red to Hocken Street traffic and a steady green, with appropriate "NO RIGHT TURN" and "NO LEFT TURN" part-time restriction signs to Tualatin Valley Highway Traffic. Because of certain industrial tracks in close proximity to the Hocken Street crossing, it will not be possible to use this sequence under all conditions. Approximately once a week during the period from 9:30 to 10:30 a.m. switching will be done to spot cars on the industrial track. This will result in the track circuit being actuated for a period of approximately five to ten minutes. It would not be possible to hold the steady red indication to Hocken Street for such a long period.

To solve the problem presented, it was decided that the maximum solid red period to Hocken Street traffic would be 40 seconds. If upon the expiration of this period, the train does not clear the crossing, the signal indication to Hocken Street will change to flashing red and to the Tualatin Valley Highway a flashing amber. The railroad signals will continue to operate. It is realized that this is not too desirable a situation, but inasmuch as it is an infrequent operation, it is believed tolerable and the best solution that can be obtained.

After the meeting I contacted Mr. Robert O. Malsey, City Superintendent, who was unable to attend the meeting. The proposed method of operation was explained to Mr. Malsey and met with his approval.

Val Johnson
Traffic Control Engineer

NOTED
G. S. PAXSON

VPJ:pk

cc: G. S. Paxson
A. E. Johnson

RECEIVED
APR 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1961
FOR FILE

34-1613

5928

February 23, 1961

Oregon State Highway Commission

Gentlemen:

The City of Beaverton has recently completed the construction of Hocken Street in that city. Hocken Street leads from the industrial area occupied by Tektronix, Inc., on the northerly side of the Tualatin Valley Highway southerly across the Tualatin Valley Highway and the Southern Pacific railroad to the Farmington Highway. Also planned is the installation of standard flashing light signals at the railroad crossing which is immediately adjacent to the Tualatin Valley Highway.

The completion of this street will result in a great deal of industrial traffic entering and crossing the Tualatin Valley Highway at its intersection with Hocken Street. Also, because of the proximity of the Southern Pacific railroad on the southerly side of the Tualatin Valley Highway, present conditions are quite hazardous. It is recommended that a fully actuated traffic signal be installed at the intersection with the traffic signals interconnected with flashing light railroad signals which will be installed at the railroad crossing. This recommendation is contingent upon the installation of the flashing light railroad signals at the railroad crossing.

The traffic signal installation, plus interconnection with the railroad signals, is estimated to cost $15,000, and the City of Beaverton has indicated its willingness to pay one half the cost of the installation and to care for future maintenance and power consumption. Sufficient funds have been provided in the 1961 Minor Betterment Budget for Traffic Signal Projects to be Selected, to cover the State's share of the cost of the project.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Paten
cc Mr. Forrest Cooper
Mr. F. B. Crandall
Mr. C. H. Maison

VPJ:pk er

4-57

S 2660 B

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

GMO 81494

February 10, 1961

2/14/61

REFERRED TO Johnson
BY ASST. TRAFFIC ENGR.

RECEIVED
FEB 14 1961
TRAFFIC ENGINEERING

Mr. Robert Malsey, City Superintendent
City of Beaverton
Beaverton, Oregon

Dear Sir:

Referring to your letter of January 11 and to Public Utility Commissioner's letter of January 12 to you, with copy to Mr. Val Johnson and me, regarding installation of flashing light signals at Hocken Street, Beaverton:

Have received approval for participation with City on a 50/50 basis for the cost of installing two flashing light signals to be synchronized with highway traffic signals at Hocken Street, Beaverton.

We will prepare a supplemental agreement to revise agreement executed by City covering easement and installation of reflectorized crossing signs which will cover the cost and maintenance of flashing light signals.

Third paragraph of Public Utility Commissioner's letter, January 12, states the hearing in the matter of Hocken Street crossing, docketed as SXF-140, was adjourned on October 3, 1960. It will be reopened, and at that time a stipulation that parties in interest are agreed as to the method of financing and installing the signals may be received and made a matter of record.

Since this has now been agreed by all parties concerned, suggest in order to expedite issuance of a PUC Order by the Commissioner, that these letters of approval be used as a stipulation and recorded in proceedings without a public hearing.

Will forward supplemental agreement for execution by City of Beaverton as soon as received.

Yours truly,

Original Signed
A. W. Kilborn

NOTED
TRAFFIC CONTROL
ENGR.

cc: Hon. Jenel C. Hill, Public Utility Commissioner
Attention: Mr. James E. Singleton
Mr. Val Johnson, State Highway Traffic Control Engineer

P

RECEIVED
JAN 18 1961
FOR FILING

34 1613

5737

January 16, 1961

Mr. Janel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon

Attention: Mr. C. E. Jaqua

Dear Sir:

On Thursday, January 5, representatives of the Public Utility Commissioner, the Southern Pacific Company, the City of Beaverton and the State Highway Department met to discuss the matter of the railroad crossing signals at the Hockens Street crossing and the possibility of installing traffic signals at the intersection of the Tualatin Valley Highway and Hockens Street in the city of Beaverton.

It is the feeling of this office that there is a need for traffic signals at this intersection, and we have written to the City of Beaverton in regard to the possibility of their participating in the cost of the installation and caring for future maintenance and power consumption under the standard policy of the State Highway Commission. Presuming a favorable response from the City and approval by the State Highway Commission, we will proceed with the installation of the traffic signals.

If signals are installed at this intersection, they will be of the fully-actuated type. Because of the proximity of the railroad crossing to the intersection, it will be necessary to interconnect the railroad crossing signals and the highway traffic signals. Under these conditions, a train actuation would result in the directing of a red indication to traffic entering the highway from Hockens Street and would also actuate part-time restrictive signs prohibiting turns off the Tualatin Valley Highway across the railroad crossing.

G. S. PAXS

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk ae

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams, Mr. J. W. DeSouza, Mr. F. B. Crandall

January 16, 1961

Mr. Robert O. Malsey
City Superintendent
City Hall
Beaverton, Oregon

Dear Mr. Malsey:

On Thursday, January 5, 1961, representatives of the Public Utility Commissioner, the Southern Pacific Company, the City of Beaverton and the State Highway Department met to discuss the matter of railroad crossing signals at the Hocken Street intersection and the possibility of installing traffic signals at the crossing of the Tualatin Valley Highway and Hocken Street in the city of Beaverton.

It is the feeling of this department that with the present volumes on the Tualatin Valley Highway and the anticipated volumes on Hocken Street, occasioned by industrial development to the north of the Tualatin Valley Highway, and the fact that the section of Hocken Street between the Tualatin Valley Highway and the Farmington Highway, which is under construction at the present time, will result in considerable movement between the industrial area and residential areas along the Farmington Highway, the installation of traffic signals at the intersection of Hocken Street and the Tualatin Valley Highway will be necessary for the safe and orderly movement of traffic.

The installation of fully-actuated traffic signals at this intersection, plus interconnection with the proposed flashing light signals for the railroad crossing, is anticipated to cost $15,000. Under our standard policy, it would be necessary for the City of Beaverton to pay one half of the cost of the installation and to care for future maintenance and power consumption.

If the signalization of this intersection, under the financial considerations outlined above, meets with the approval of the city officials and if you will so inform me, I will present the proposals to the State Highway Commission for its consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

VPJ:pk ae

cc to: Mr. W. C. Williams
Mr. F. B. Crandall

PUBLIC UTILITY COMMISSIONER
SALEM, OREGON

January 12, 1961

In Reply Please Refer
to File No
SXP-140

Mr. Robert Malsey, Supt.,
City of Beaverton,
Beaverton, Oregon.

Dear Mr. Malsey:

Now pending and awaiting final consideration and Order after hearing before the Public Utility Commissioner is the matter of his authorization for the opening of Hockens Street over the tracks of Southern Pacific Company in Beaverton. The record therein indicates that an average annual daily traffic of between three and four thousand vehicles will move over the crossing and on to or across the adjacent Tualatin Valley Highway when Hockens Street is opened to travel. This will be in conflict with the movement of an annual daily average of 9100 vehicles on the Highway.

At the Beaverton conference on January 5, 1961, attended by the above, the signalization of the intersection was discussed. It was agreed that the safety and convenience of the traveling public required installation of signals to control traffic over the crossing of the tracks and across the highway. It was also agreed that the train actuated crossings signals operations should be integrated with highway signals operation in order to coordinate the control of traffic on railroad and highway.

The Public Utility Commissioner is of the opinion that such combined protection is mandatory to the opening of Hockens Street across the railroad tracks. The hearing in the matter of the Hockens Street crossing, docketed as SXP-140 was adjourned on October 3, 1960. It will be reopened, and at that time a stipulation that parties in interest are agreed as to the method of financing and installing the signals may be received and made a matter of record. An Order may then be issued, granting the application for the crossing, and authority for the use of such interim protection as may be considered necessary prior to the agreed upon signal installation.

RECEIVED
JAN 16 1961
TRAFFIC ENGINEERING

NOTED
TRAFFIC CONTROL
ENGR.

COPY

As the incompleted approach to the Tualatin Valley Highway of Hoskens Street is a traffic hazard, and a cause for inconvenience to the residents of the area, your prompt consideration of the above will be appreciated.

Very truly yours,

JONEL C. HILL, Commissioner

By

James E. Singleton
Director of Transportation

COPY

JES:epb

CC: Mr. Ernest A. Kendrew,
Asst. Div. Engineer,
Southern Pacific Company,
251 Union Station,
Portland 9, Oregon.

Mr. Val Johnson,
Traffic Control Engineer,
Oregon State Highway Commission,
Highway Building,
Salem, Oregon.

January 11, 1961

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Val Johnson

Gentlemen:

Re: Beaverton
Hocken Street Signals

At the regular Beaverton City Council meeting of January 9, the City Council formally approved an expenditure of an amount equal to 50% of the cost of traffic signals at the intersection of State Highway No. 8 and Hocken Street, based on your preliminary estimate of $15,000.00.

In similar action, for your information, approval was also given for 50% participation of railroad crossing signals at the Hocken Street crossing.

Please advise if further action or information other than this confirmation is required.

Yours truly,

CITY OF BEAVERTON

Robert O. Mahrey
City Superintendent

ROM:tm

I-5-1(21) Mistletoe Undercrossing of S.P.R.R.
12
45029 Folder 1 1961

RECEIVED
MAY 9 1961
FOR FILING
I-5-1(21)12

5939

May 9, 1961

Mistletoe
[illegible]

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

We are starting location for Interstate 5 from the Mistletoe Station Section southerly to the summit of the Siskiyous.

It would be very helpful if we could have a print from your map showing the alignment of the railroad in this area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. P. D. Morgan

TO O B Jackmond DATE May 4, 1961

I would like a Southern Pacific Railroad map showing their alignment from Mistletoe Station (South of Ashland) to the summit of the Siskiyou Mountains.

Thank you.

SIGNED WBMerrill
W B Merrill

PLEASE REPLY HERE

TO E. A. Pease DATE 5/5/61

Will you please furnish the above information to Mr.Merrill. Thank you.

Received
MAY 5

SIGNED OBJackmond
O. B.Jackmond, Div.Off.Engr.

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

RECEIVED
MAY 5 1961
FOR FILING
I-5-1(31), 12
5929

8

8-2709-8

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. D. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

May 3, 1961

912512/323
0-SH-59-25

Mistletoe
Undercrossing

Mr. J. W. DeSouza
Assistant Counsel
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. DeSouza:

Please see your letter of April 24, File Pux 410 - Mistletoe U-Xing, Southern Pacific Company, Jackson County, in connection with a highway underpass near our station of Mistletoe.

In 'phone conversation with Mr. Paxson on May 2 he informed us that he was anxious to obtain a copy of Exhibit B for use in preparing his contract special provisions. We are, therefore, sending you the ten copies of Exhibit B which you requested in your letter. Will you please see that one of them is handed to Mr. Paxson for his immediate use.

The executed agreement and the ten additional copies of Dwg. No. 802H will be furnished you within a short while.

Yours truly,

H M Williamson

Enc.

cc: Mr. G. S. Paxson
Asst. State Highway Engineer

NOTED

RECEIVED
MAY 5 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 5 1961
FOR FILING
I-5-1(31)12
5929

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: May 1, 1961

FROM : C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

O M Emrich.

[illegible] Undercrossing

SUBJECT: Oregon Project I-5-1(31)12

We have today approved the P. S. and E. documents for Oregon Project I-5-1(31)12, Mistletoe Railroad Undercrossing Section of the Pacific Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of the executed railroad agreement.

[illegible]

RECEIVED
MAY 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 1961
FOR FILING

FORM E-133-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-5-1(11)12

5927

May 1, 1961

Mistletoe [illegible]

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Right of Way Status
Mistletoe Railroad
Undercrossing
South of Ashland

Dear Sir:

All files are cleared on this project except File No. 31205 - Southern Pacific Company.

This file is being handled by Mr. Paxson, who reports that an agreement is in our hands and will be signed by the Commission at the May 26 meeting.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:sg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED
FORREST T. COOPER

RECEIVED

RECEIVED
APR 26 1961
FOR FILING

COMMISSIONERS
M. [illegible]ER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-5-1(31)12
I-5929

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 24, 1961

Spec

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Mistletoe U-Xing

Re: Pux 410 - Mistletoe U-Xing
Southern Pacific Company
Jackson County

Dear Mr. Williamson:

Herewith I hand you duplicate counterparts of agreement relative to the above-titled matter, your file 912512/323 O-SH-59-25. Both copies have been executed by the State Highway Commission.

When the State's executed copy is returned, we would appreciate receiving ten additional copies of your drawing No. 802-H and an equal number of copies of Exhibit "B" if they are available. Receipt of copies of this exhibit would eliminate a great deal of clerical work on our part.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc. 2

cc: G. S. Paxson

RECEIVED
APR 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1961
FOR FILING

I-5-1(31)12

5-929

P

Salem, Oregon
April 19, 1961

Agenda Item 5-m

Pux 410 - Mistletoe U-Xing
S.P. Co. - Jackson County

Mr L. I. Lindas
Chief Counsel
Office

Attached are two copies of an agreement with the Southern Pacific Company relative to the construction on the Mistletoe Undercrossing on the Pacific Highway in Jackson County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-30 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1961

AGENDA
APR 14 1961

* 5 m

SUBJECT: Pux 410 - Mistletoe U-Xing
S. P. Co. - Jackson County

To: Mr. Floyd Query
Secretary, State Highway Commission

Herewith I hand you for execution by the State Highway Commission duplicate counterparts of agreement with Southern Pacific Company relative to the above-titled project. The instrument does not need to be acknowledged.

After execution by the Commission, please return both copies direct to me for further handling.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
attach. 2

cc: G. S. Paxson

Ⓐ
2 COPIES TO
BE SIGNED

M.

RECEIVED
APR 11 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1961

SUBJECT: Pux 410 - Mistletoe U-Xing
S. P. Co. - Jackson County

To: Mr. Floyd Query
Secretary, State Highway Commission

Herewith I hand you for execution by the State Highway Commission duplicate counterparts of agreement with Southern Pacific Company relative to the above-titled project. The instrument does not need to be acknowledged.

After execution by the Commission, please return both copies direct to me for further handling.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
attach. 2

cc: G. S. Paxson

NOTED
[illegible]

RECEIVED
MAR 10 1961
FOR FILING
I-SF-1(31)12

5929

For attachments see
Const
Projects
Memo
E. [illegible]
[illegible] St
interch.

March 9, 1961

Mr. H. [illegible] Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

[illegible]

Dear Sir:

This will acknowledge receipt of your letter of March 7 and your proposed draft of "Exhibit B" covering relations with Railroad Company and railroad insurance which is to be used with the State-Railroad agreements and also to be a part of our contract with our contractor.

This is to advise our approval of the draft submitted as you have written it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. G. H. Baker
Mr. A. W. Kilborn
Mr. W. C. Williams
Mr. Ivan D. Merchant

7-60 6-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

March 7, 1961

911700/323
O-PD-59-1

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Ass't. State Highway Engineer

Dear Mr. Williams:

In connection with the preparation of construction and maintenance agreements on three different grade separation projects, you recently sent us several copies of proposed Exhibit "B" to be attached to these agreements. The projects are the East Bank Freeway, the Morrison Street Bridge Interchange and the Mistletoe Underpass. These exhibits were prepared in your office in order to comply with the recent revisions of PPMs 21-10-5 and 30-3-4.

For each of the three projects it appears that in preparing Exhibit "B" certain omissions and errors were made which we think would have to be corrected in order to comply with the B.P.R. requirements. For example, in all three cases you neglected to show the percentage figure to be applied to the direct labor costs to cover the additives specified by B.P.R. In addition, the notes following the tabulation of railroad employes have been rearranged in such a manner that they do not now apply to the proper column.

Due to the fact that these sections which will become a part of your contract special provisions would have to be rewritten to correct these errors, we are taking the liberty of suggesting another procedure which we would certainly find better, and which we believe you will find to our mutual advantage.

Attached herewith are three copies entitled Exhibit "B", and including sections headed "Relations with Railroad Company" and "Railroad Protective Insurance". This Exhibit "B" is almost identical with the material we are now using in the States of California, Arizona and New Mexico, and we would like very much to standardize it for use in all of the states in which we operate. You will note that it is drawn up in such a manner that with minor changes or additions it can be adapted to almost any type of grade separation project. For example, it could be used in connection with the East Bank Freeway Project by inserting the names of Southern Pacific and Union Pacific in the first paragraph, and by filling in the other blanks on Pages two and three. A blank space is also left on Page four in which could be listed any other work to be performed by railroad forces for a particular job. With respect to the railroad protective liability form, it would be a simple matter to change the upper limit of the property damage liability to the agreed-upon figure of $1,000,000 for the East Bank Freeway job.

The Union Pacific has already approved that portion of the attached shown as (c) Protection of Railroad Facilities. The balance of the attached Exhibit "B" is almost identical to that which has been used on other projects involving our company and Union Pacific, and we feel reasonably certain that Mr. Baker will find the attached acceptable for the East Bank Freeway agreement. Two copies of Exhibit "B" are being furnished to Mr. Baker with his copy of this letter.

On the first page we have left a blank space for the vertical clearance above top of rail. In order to standardize this form for system-wide use, we thought it best to leave this space blank as on some routes where we are authorized to use cars with excess height, the clearance to be shown here is 23'8" instead of the usual 22'6".

We have what we feel is a very good reason for attempting to standardize this form on a system-wide basis. We find that several of the states in which we operate are preparing these sections on an individual project basis, and it is difficult and time-consuming on our part to carefully review each of them to see that all of the requirements are included. If we can standardize on the form it is our intent to have it printed, and when we send you the construction agreement it will be complete with Exhibit "B". This will relieve us of the necessity for carefully checking each one and will also relieve you of the necessity of furnishing them to us for attachment to the agreements. We are very hopeful that you will be willing to accept the attached for use in the future on all agreements covering grade separation projects. If the State of Oregon will go along with this request, we anticipate no difficulty in obtaining agreement from all of the other states in which we are interested.

In your letter of February 15 written in connection with the East Bank Freeway, you state that you do not believe the requirement that the railroad companies submit bills within 120 days should be in a specification which will be part of your contract. We inserted this clause to comply strictly with Paragraph 5 (c) of PPM-21-10-5 which requires a "statement of when and how the railroad will bill its charges." Inasmuch as this language has already been approved by B.P.R., we are reluctant to change it as this presumably would require resubmission to the Bureau with no certainty that they would again approve. We do not think that leaving this language in your specifications does any harm, and it does have the advantage of indicating to the contractor about when the billing will be made.

Will you please let us know whether or not the Oregon Highway Department will accept our suggestion that this form be printed and standardized for future use for all agreements. We are asking that Mr. Baker advise you direct whether or not the attached is acceptable to Union Pacific for use with the East Bank Freeway agreement.

Yours truly,

H W Williamson

Enc.

cc: Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

RECEIVED
MAR 9 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1961
FOR FILING
I-5-1(31) 12
5929

February 24, 1961

Mr. H. S. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

About two months ago, you send us duplicate copies of a proposed agreement covering the railroad line change at the site of the Mistletoe Undercrossing south of Ashland. This matter has been delayed pending the solution of the railroad flagman and watchman services. I now have the revised supplemental specification, "Relations with Railroad Company", and am enclosing herewith 10 copies of this specification, which is to be "Exhibit B" of the agreement.

I am returning the draft of the agreement which you sent us, as there are two changes which should be made in it. In Paragraph 2 on Page 1 of the original draft of the agreement, there should be a sentence inserted as follows: "Railroad agrees to submit bills covering all reimbursable work within 120 days after completion of the project."

In Articles 4 and 5 on Pages 2 and 3 of the original draft, the present wording would require State to convey property to Railroad by warranty deed, but, at the same time, Railroad would agree to convey to State its right, title and interest in the property without warranty. It has never been the policy of the State to give warranty deeds, although we will have title examination and assure ourselves that title is clear on all property purchased for conveyance to the Railroad Company. I would suggest that the reference to "warranty deed" be changed to read "bargain and sale deed", and that a similar wording be used in the paragraph under which the Railroad conveys its title to the State.

It is our purpose to include the grade separation structure which will carry your new alignment over the freeway in the first contract for the grading of the railroad line. I assume that this agreement will cover the construction of this structure. If this is not your intent, I would suggest that an article be added setting forth that the structure shall be in accordance with plans prepared by the State and approved by the Southern Pacific Company.

In view of these changes, it seems better to return the drafts you have sent us, together with the copies of "Exhibit B", for changes to be made in your office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Samuel Burton
Mr. W. C. Williams
Mr. Leonard L. Lindas - Attn: Sorensen
Mr. R. L. Porter
Mr. Ivan D. Merchant

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1961

SUBJECT: Mistletoe Railroad
Undercrossing Section
Pacific Highway
Jackson County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

Attached find sixteen (16) copies of proposed Railroad Protective Specifications for use in agreements and specifications for the above job. The attached material should replace similar material now contained, as Exhibit "B", in the State/Railroad Agreement.

Proposed Distribution:
10 copies to Southern Pacific Co.
San Francisco
2 copies to Southern Pacific Co.
Portland
1 copy to G. S. Paxson
1 copy to R. L. Porter
1 copy to J. W. DeSouza
1 copy to Bridge Division Files

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

CAG:nk
Attachments

RECEIVED
FEB 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RELATIONS WITH RAILROAD COMPANY (S.P. Co. Mistletoe Railroad U'xing Sec. 2-61)

Article 1.7.12: "Damage to Railroads" (Supp. 2-61)

The provisions of this article are supplemented by the following additional provisions:

General: The term "Railroad" shall be understood to mean the Southern Pacific Company.

It is expected that the Railroad will cooperate with the contractor to the end that the work may be handled in an efficient manner, but the contractor shall have no claim for damages or extra compensation in the event his work is held up by the work of railroad forces.

The provisions of this section covering relations with railroad company and the provisions of the following sections, "Railroad Protective Insurance", of these special provisions shall inure directly to the benefit of Railroad.

Work on or Adjacent to Railroad Right of Way: The work to be performed under this contract which is on, over or under the Railroad property or which is to be performed on areas lying within 50 feet of the center line of railroad tracks over which trains are operated is estimated to be 20 percent of the total cost of the project. This estimate is based upon estimated quantities and unit prices made prior to award of the contract and may or may not agree with the percentage computed in accordance with final quantities and unit prices under the contract. This estimate is given solely as a convenience and the State assumes no responsibility of any kind for its accuracy.

Clearances: Contractor shall not pile nor store materials or equipment on Railroad right-of-way nor streets occupied by Railroad.

General Protective Requirements: The contractor shall comply with the rules and regulations of Railroad or the instructions of its representatives in relation to the proper manner of protecting the tracks and property of railroad and the traffic moving on such tracks, as well as the wires, signals and other property of Railroad, its tenants or licensees, at and in the vicinity of the work during the period of construction.

The contractor shall cooperate with the Railroad where work is over or under the tracks, or within the limits of Railroad property in order to expedite the work and to avoid interference with the operation of Railroad equipment.

The contractor shall perform his work in such manner and at such times as shall not endanger or interfere with the safe operation of the tracks and property of Railroad and the traffic moving on such tracks, as well as wires, signals and other property of Railroad, its tenants or licensees, at or in the vicinity of the work.

If the contractor desires to move his equipment or materials across Railroad's tracks he shall obtain permission from Railroad and should it be required the contractor shall obtain a private crossing agreement. If a crossing installation is made for use of contractor, all costs in connection therewith, including but not limited to installation, removal and all flagging and protective services and devices at the crossing will be at the expense of contractor.

In advance of any blasting, the contractor shall notify Railroad in order that proper flagging protection may be provided.

The details of construction affecting the Railroad tracks and property not included in the contract plans including plans for falsework and shoring and cribbing of excavations adjacent to railway tracks shall be submitted to the Railroad, via the Engineer, for approval before such work is undertaken.

Protective devices authorized by PUC order will be installed at State expense. Additional protective devices deemed necessary by Railroad because of contractor's methods of operation shall be installed by Railroad at contractor's expense.

Upon completion of the work to be performed by contractor on the premises or over or beneath the tracks of Railroad, the contractor shall promptly remove from the premises of Railroad all of contractor's tools, implements and other materials, whether brought upon said premises by said contractor or any subcontractor, employee or agent of contractor, or any subcontractor, and cause said premises to be left in a clean and presentable condition.

Railroad Protective Service: Railroad representatives, conductors, flagmen or watchmen, will be provided by Railroad to protect its facilities, property and movements of its trains, or engines. In general, Railroad will furnish such flagmen or other protective services:

(a) When any materials or equipment are being hauled or moved across tracks, when any part of any equipment is standing or being operated within ten (10) feet, measured horizontally, from center line of any track on which trains may operate, or when any erection or construction activities are in progress within such limits, regardless of elevation above or below track.

(b) For any excavation below elevation of track subgrade if, in the opinion of Railroad's representative, track or other railroad facilities may be subject to settlement or movement.

(c) During any clearing, grubbing, grading, or blasting in proximity to Railroad which, in the opinion of Railroad's representative, may endanger Railroad facilities or operations.

(d) During any of Contractor's operations when, in the opinion of Railroad's representative, Railroad facilities, including, but not limited to, tracks, buildings, signals, wire lines or pipe lines, may be endangered.

Costs and Reinbursement for Railroad Protective Services: The protective services Railroad will require and the total cost thereof are contingent on contractor's construction schedule, methods and progress on the work described in the preceding specification titled "Railroad Protective Service".

It is the contractor's responsibility to determine the actual protection services and devices Railroad will require and the total cost thereof, based on contractor's construction schedule, methods and operations, and to include the cost of such services in some one or more of the bid items listed in the bid schedule, as no separate payment will be made for contractors cost of this work.

The State will reimburse Railroad directly for all costs incurred by Railroad for protective services and devices. Cost of protective services and devices will be deducted from progress or final payments made to the contractor.

Billings against State and charges against contractor for protective services will be based on the rates of pay in effect at the time of the work for Railroad employees and various classes of labor actually used on the work for protection of Railroad and to which shall be added compensation insurance, vacation and holiday time, railroad retirement and unemployment taxes, accounting and billing charges, travel time and other costs incurred by Railroad in connection with such service.

Railroad Personnel: Following is a list of the numbers and classification of the Railroad employees that may be required by Railroad to perform flagging or related protective service during construction of the work described herein in the specification titled "Railroad Protective Service"; the applicable rates of base pay and overtime pay; additional charges, expressed either in dollars or in percentage values of pay rates, of allowances for vacations, railroad retirement and unemployment taxes, paid holidays, health and welfare insurance, compensation and liability insurance, and other similar allowances that are obligations of the Railroad; lists of head quarters of railroad employees to be utilized, and the costs for travel of such employees to the project site and return to headquarters; and cost for meals and other accommodations to be provided to railroad employees.

Information as to the Railroad employees which may be required to provide protection to Railroad facilities is as follows:

Max. Number	Classification	Base Pay 8 Hours	Headquarters
	Pilot Conductors		
	Yard engine foreman		
	" " helpers		
	Section foreman		
	" laborers		
	B&B foreman		
	" carpenters		

Notes: A full flagging crew consists of three men, as indicated in above grouping. Under certain conditions, less than three men may be sufficient. Shows base pay for normal eight-hour shift in effect on January 16, 1961. Normal overtime rate after eight hours is 1-1/2 times base rate.

Estimated costs for travel per employee from headquarters to job site and return is $____________________, per round trip.

No representations or guarantees are made by State that the classes of men listed above with rates of pay, etc., are those that will actually be assigned the work, as the nature and extent of protective service, personnel and other measures required will in all cases be determined by Railroads. Nothing in these specifications will limit, in any way, Railroads right to determine and assign the number of men, the classes of men for protective service or other protective measures it deems necessary.

Contractor shall have no claim against State nor Railroad in event the classes of men, rates of pay, etc., actually assigned the work and billed to the contractor are at variance in any way with the information listed herein.

Railroad Protective Insurance: In addition to any other form of insurance or bonds required under the terms of the contract and specifications, the contractor shall furnish Railroad Protective Insurance in favor of the Railroad and which policy or policies of insurance shall be in the railroad protective liability form as shown herein.

Such insurance shall be approved by said Railroad before any work is performed on railroad property, and shall be carried until work on railroad property under the terms of the contract is satisfactorily completed as determined by the engineer, and thereafter until all tools, equipment and materials have been removed from Railroad property and such property is left in a clean and presentable condition.

The railroad protective liability policy required herein, along with a certificate of contractor's public liability and property damage liability, and contractor's protective public liability and property damage liability insurance policies, required elsewhere in these special provisions shall be delivered to Railroad Superintendent, A. W. Kilborn, Union Station, Portland 9, Oregon, immediately upon award of the contract. Failure on the part of the contractor to furnish insurance satisfactory to Railroad will not be cause for waiving the workday count on the contract nor cause for an increase in time over the number of workdays stated in the contract.

One copy of a certificate of insurance for the railroad protective policy shall be delivered to the engineer.

Full compensation for all premiums which the contractor is required to pay on all the insurance described herein shall be considered as included in the prices paid for the various items of work to be performed under the contract, and no additional allowance will be made therefor or for additonal premiums which may be required by extensions of the policies of insurance.

RAILROAD PROTECTIVE LIABILITY FORM

____
(Name of Insurance Company)

DECLARATIONS

Item 1. Named Insured:

Item 2. Policy Period: From ______________ to ______________ 12:01 A.M., Standard Time, at the designated job site as stated herein.

Item 3. The insurance afforded is only with respect to such of the following coverages as are indicated in Item 6 by specific premium charge or charges. The limit of the company's liability against such coverage or coverages shall be as stated herein, subject to all the terms of this policy having reference thereto.

Coverages		Limits of Liability Each Person	Each Occurrence	Aggregate
A	Bodily Injury Liability	$250,000	$500,000	Not Applicable
B & C	Property Damage Liability and Physical Damage to Property	Not Applicable	$250,000	$500,000

Item 4. Name and Address of Contractor: ____________________

____

____

Item 5. Name and Address of Governmental Authority for whom the work by the Contractor is being performed: STATE OF OREGON, acting by and through its STATE HIGHWAY COMMISSION, Salem, Oregon.

Item 6. Designation of the Job Site and Description of Work:

For constructing State Highway in ____________________

County, between ____________________

and ____________________

Highway ____________________, Sections ____________

Premium Bases	Rates per $100 of Cost Coverage A	Coverages B&C	Advance Premiums Coverage A	Coverages B&C
Contract Cost	$	$	$	$
Rental Cost	$	$	$	$

Countersigned ____________________ 19__ by____________

____
Title

POLICY

____
(Name of Insurance Company)

A ____________________
insurance company, herein called the company, agrees with the insured, named in the declarations made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the declaration made by the named insured and subject to all of the terms of this policy:

INSURING AGREEMENTS

I. Coverage A--Bodily Injury Liability.

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of bodily injury, sickness or disease, including death at any time resulting therefrom, hereinafter called "bodily injury", either (1) sustained by any person arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations, or (2) sustained at the designated job site by the Contractor or any employee of the Contractor or by any designated employee of the insured whether or not arising out of such acts or omissions.

Coverage B--Property Damage Liability.

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of physical injury to or destruction of property including loss of use of any property due to such injury or destruction, hereinafter called "property damage," arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations.

Coverage C--Physical Damage to Property.

To pay for direct and accidental loss of or damage to rolling stock and their contents, mechanical construction equipment, or motive power equipment, hereinafter called loss, arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations; provided such property is owned by the named insured or is leased or entrusted to the named insured under a lease or trust agreement.

II. Definitions.

(a) Insured.--The unqualified word "insured" includes the named insured and also includes any executive officer, director or stockholder thereof while acting within the scope of his duties as such.

(b) Contractor.--The word "contractor" means the Contractor designated in Item 4 of the declarations and includes all subcontractors of said Contractor but shall not include the named insured.

(c) Designated employee of the insured.--The words "designated employee of the insured" mean:

(1) any supervisory employee of the insured at the job site,

(2) any employee of the insured while operating, attached to or engaged on work trains or other railroad equipment at the site which are assigned exclusively to the Contractor, or

(3) any employee of the insured not within (1) or (2) who is specifically loaned or assigned to the work of the Contractor for prevention of accidents or protection of property, the cost of whose services is borne specifically by the Contractor or by governmental authority.

(d) Contract.--The word "contract" means any contract or agreement to carry a person or property for a consideration or any lease, trust or interchange contract or agreement respecting motive power, rolling stock or mechanical construction equipment.

III. Defense, Settlement, Supplementary Payments.

With respect to such insurance as is afforded by this policy under coverages A and B, the company shall:

(a) defend any suit against the insured alleging such bodily injury or property damage and seeking damages which are payable under the terms of this policy, even if any of the allegations of the suit are groundless, false or fraudulent; but the company may make such investigation and settlement of any claim or suit as it deems expedient;

(b) pay, in addition to the applicable limits of liability:

(1) all expenses incurred by the company, all costs taxed against the insured in any suit and all interest on the entire amount of any judgment therein which accrues after entry of the judgment and before the company has paid or tendered or deposited in court that part of the judgment which does not exceed the limit of the company's liability thereon;

(2) premiums on appeal bonds required in any such suit, premiums on bonds to release attachments for an amount not in excess of the applicable limit of liability of this policy, but without obligation to apply for or furnish any such bonds;

(3) expenses incurred by the insured for such immediate medical and surgical relief to others as shall be imperative at the time of the occurrence;

(4) all reasonable expenses, other than loss of earnings, incurred by the insured at the company's request.

IV. Policy Period, Territory.

This policy applies only to occurrences and losses during the policy period and within the United States of America, its territories or possessions, or Canada.

EXCLUSIONS

This policy does not apply:

(a) to liability assumed by the insured under any contract or agreement except a contract as defined herein;

(b) to bodily injury or property damage caused intentionally by or at the direction of the insured;

(c) to bodily injury, property damage or loss which occurs after notification to the named insured of the acceptance of the work by the governmental authority, other than bodily injury, property damage or loss resulting from the existence or removal of tools, uninstalled equipment and abandoned or unused materials;

(d) under coverages A(1), B and C. to bodily injury, property damage or loss, the sole proximate cause of which is an act or omission of any insured other than acts or omissions of any designated employee of any insured;

(e) under coverage A, to any obligation for which the insured or any carrier as his insurer may be held liable under any workmen's compensation, unemployment compensation or disability benefits law, or under any similar law; provided that the Federal Employers' Liability Act, U. S. Code (1946), Title 45, Sections 51-60, as amended, shall for the purposes of this insurance be deemed not to be any similar law;

(f) under coverage B, to injury to or destruction of property owned by the named insured or leased or entrusted to the named insured under a lease or trust agreement.

CONDITIONS

(The conditions, except conditions 3, 4, 5, 7, 8, 9, 10, 11 and 12 apply to all coverages. Conditions, 3, 4, 5, 7, 8, 9, 10, 11 and 12 appy only to the coverage noted thereunder.)

1. Premium.--The premium bases and rates for the hazards described in the declarations are stated therein. Premium bases and rates for hazards not so described are those applicable in accordance with the manuals in use by the company.

The term "contract cost" means the total cost of all work described in Item 6 of the declarations.

The term "rental cost" means the total cost to the Contractor for rental of work trains or other railroad equipment, including the remuneration of all employees of the insured while operating, attached to or engaged thereon.

The advance premium stated in the declarations is an estimated premium only. Upon termination of this policy the earned premium shall be computed in accordance with the company's rules, rates, rating plans, premiums and minimum premiums applicable to this insurance. If the earned premium thus computed exceeds the estimated advance premium paid, the company shall look to the Contractor specified in the declarations for any such excess; if less, the company shall return to the said Contractor the unearned portion paid.

In no event shall payment of premium be an obligation of the named insured.

2. Inspection.--The named insured shall make available to the company records of information relating to the subject matter of this insurance.

The company shall be permitted to inspect all operations in connection with the work described in Item 6 of the declarations.

3. Limits of Liability, Coverage A.--The limit of bodily injury liability stated in the declarations as applicable to "each person" is the limit of the company's liability for all damages, including damages for care and loss of services, arising out of bodily injury sustained by one person as the result of any one occurrence; the limit of such liability stated in the declarations as applicable to "each occurrence" is, subject to the above provisions respecting each person, the total limit of the company's liability for all such damage arising out of bodily injury sustained by two or more persons as the result of any one occurrence.

4. Limits of Liability, Coverages B and C.--The limit of liability under coverages B and C stated in the declarations as applicable to "each occurrence" is the total limit of the company's liability for all damages and all loss under coverages B and C combined arising out of physical injury to, destruction or loss of all property of one or more persons or organizations, including the loss of use of any property due to such injury or destruction under coverage B, as the rsult of any one occurrence.

Subject to the above provisions respecting "each occurrence," the limit of liability under coverages B and C stated in the declaration as "aggregate" is the total limit of the company's liability for all damages and all loss under coverages B and C combined arising out of physical injury to, destruction or loss of property, including the loss of use of any property due to such injury or destruction under coverage B.

Under coverage C, the limit of the company's liability for loss shall not exceed the actual cash value of the property, or if the loss, is of a part thereof the actual cash value of such part, at time of loss, nor what it would then cost to repair or replace the property or such part thereof with other of like kind and quality.

5. Severability of Interests, Coverages A and B.--The term "the insured" is used severally and not collectively, but the inclusion herein of more than one insured shall not operate to increase the limits of the company's liability.

6. Notice.--In the event of an occurrence of loss, written notice containing particulars sufficient to identify the insured and also reasonably obtainable information with respect to the time, place

and circumstances thereof, and the names and addresses of the injured and of available witnesses, shall be given by or for the insured to the company or any of its authorized agents as soon as practicable. If claim is made or suit is brought against the insured, he shall immediately forward to the company every demand, notice, summons or other process received by him or his representative.

7. Assistance and Cooperation of the Insured, Coverages A ad B.--The insured shall cooperate with the company and, upon the company's request attend hearings and trials and assist in making settlements, securing and giving evidence, obtaining the attendance of witnesses and in the conduct of suits. The insured shall not, except at his cost, voluntarily make any payment, assume any obligation or incur any expense other than for such immediate medical and surgical relief to others as shall be imperative at the time of accident.

8. Action Against Company, Coverages A and B.--No action shall lie against the company unless, as a condition precedent thereto, the insured shall have fully complied with all the terms of this policy, nor until the amount of the insured's obligation to pay shall have been finally determined either by judgment against the insured after actual trial or by written agreement of theinsured the claimant and the company.

Any person or organization or the legal representative thereof who has secured such judgment or written agreement shall thereafter be entitled to recover under this policy to the extent of the insurance afforded by this policy. No person or organization shall have any right under this policy to join the company as a party to any action against the insured to determine the insured's liability. Bankruptcy or insolvency of the insured or of the insured's estate shall not relieve the company of any of its obligations hereunder.

Coverage C.--No action shall lie against the company unless, as a condition precedent thereto, there shall have been full compliance with all the terms of this policy nor until 30 days after proof of loss is filed and the amount of loss is determined as provided in this policy.

9. Insured's Duties in Event of Loss, Coverage C.--In the event of loss the insured shall:

(a) protect the property, whether or not the loss is covered by this policy, and any further loss due to the insured's failure to protect shall not be recoverable under this policy; reasonable expenses incurred in affording such protection shall be deemed incurred at the company's request;

(b) file with the company, as soon as practicable after loss, his sworn proof of loss in such form and including such information as the company may reasonably require and shall, upon the company's request, exhibit the damaged property.

10. Appraisal, Coverage C.--If the insured and the company fail to agree as to the amount of loss, either may, within 60 days after the proof of loss is filed, demand an appraisal of the loss. In such event the insured and the company shall each select a competent appraiser, and the appraisers shall select a competent and disinterested umpire. The appraisers shall state separately the actual cash value and the amount of loss and failing to agree shall submit their differences to the umpire. An award in writing of any two shall determine the amount of loss. The insured and the company shall each pay his chosen appraiser and shall bear equally the other expenses of the appraisal and umpire.

The company shall not be held to have waived any of its rights by any act relating to appraisal.

11. Payment of Loss, Coverage C.--The company may pay for the loss in money but there shall be no abandonment of the damaged property to the company.

12. No Benefit to Bailee, Coverage C.--The insurance afforded by this policy shall not inure directly or indirectly to the benefit of any carrier or bailee, other than the named insured, liable for loss to the property.

13. Subrogation.--In the event of any payment under this policy, the company shall be subrogated to all the insured's rights to recovery therefor against any person or organization and the insured shall execute and deliver instruments and papers and do whatever else is necessary to secure such rights. The insured shall do nothing after loss to prejudice such rights.

14. Application of Insurance.--The insurance afforded by this policy is primary insurance.

15. Three-Year Policy.--A policy period of three years is comprised of three consecutive annual periods. Computation and adjustment of earned premium shall be made at the end of each annual period. Aggregate limits of liability as stated in this policy shall apply separately to each period.

16. Changes.--Notice to any agent or knowledge possessed by any agent or by any other person shall not effect a waiver or a change in any part of this policy or estop the company from asserting any right under the terms of this policy; nor shall the terms of this policy be waived or changed, except by endorsement issued to form a part of this policy.

17. Assignment.--Assignment of interest under this policy shall not bind the company until its consent is endorsed hereon.

18. Concellation.--This policy may be canceled by the named insured by mailing to the company written notice stating when thereafter the cancellation shall be effective. This policy may be canceled by the company by mailing to the named insured, contractor and governmental authority at the respective addresses shown in this policy written notice stating when not less than 30 days thereafter such cancellation shall be effective. The mailing of notice as aforesaid shall be sufficient proof of notice. The effective date and hour of cancellation stated in the notice shall become the end of the policy period. Delivery of such written notice either by the named insured or by the company shall be equivalent to mailing.

If the named insured cancels, earned premium shall be computed in accordance with the customary short rate table and procedure. If the company cancels, earned premium shall be computed pro rata. Premium adjustment may be made either at the time cancellation is effected or as soon as practicable after cancellation becomes effective, but payment or tender of unearned premium is not a condition of cancellation.

19. Declarations.--By acceptance of this policy the named insured agrees that such statements in the declarations as are made by him are his agreements and representations, that this policy is issued in reliance upon the truth of such representations and that this policy embodies all agreements existing between himself and the company or any of its agents relating to this insurance.

In witness whereof, the ______________________________ Insurance Company has caused this policy to be signed by its president and

secretary at __________________________ and countersigned on the declarations page by a duly authorized agent of the company.

(Facsimile of Signature) (Facsimile of Signature)

Secretary

President

Article 1.7.12 "Damage to Railroads" (Supp. 7-60)

The provisions of this article are supplemented by the following additional provisions:

Insurance:

The contractor shall, in addition to other forms of insurance or bonds required under the terms of the specifications and contract, carry insurance of the kinds and with amounts hereinafter set forth, and such insurance shall be in full force and effect until all work required to be performed under the terms of the contract is satisfactorily completed as evidenced by formal acceptance by the Commission.

The contractor shall not commence work under the contract until he has obtained all insurance required under this specification.

One copy of a certificate of insurance for each policy shall be delivered to the engineer at the time of the execution of the contract.

Contractor's Public Liability and Property Damage Liability Insurance: The contractor shall, with respect to the operations he performs, furnish evidence to the engineer that he carries regular Contractor's Public Liability Insurance providing for a limit of not less than two hundred fifty thousand dollars ($250,000) for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total limit of five hundred thousand dollars ($500,000) for all damages arising out of bodily injuries to or death of two or more persons in any one occurrence, and regular Contractor's Property Damage Liability Insurance providing for a limit of not less than two hundred fifty thousand dollars ($250,000) for all damages arising out of injury to or destruction of property in any one occurrence, and subject to that limit per occurrence, a total (or aggregate) limit of five hundred thousand dollars ($500,000) for all damages arising out of injury to or destruction of property during the policy period.

If any part of the work is subcontracted, the contractor shall require the subcontractor or subcontractors to carry equivalent Contractor's Public Liability and Property Damage Liability Insurance.

Contractor's Protective Public Liability and Property Damage Liability Insurance: The contractor shall, with respect to the operations performed for him by subcontractors, furnish evidence to the engineer that he carries in his own behalf regular Contractor's Protective Public Liability Insurance providing for a limit of not less than two hundred fifty thousand dollars ($250,000) for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total of five hundred thousand dollars ($500,000) for all damages arising out of bodily injuries to or death of two or more persons in any one occurrence, and regular Contractor's Protective Property Damage Liability Insurance providing for a limit of not less than two hundred fifty thousand dollars ($250,000) for all damages arising out of injury to or destruction of property in any one occurrence and, subject to that limit per occurrence, a total (or aggregate) limit of five hundred thousand dollars ($500,000) for all damages arising out of injury to or destruction of property during the policy period.

RECEIVED
FEB 24 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-5-1(31)12

5929

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 23, 1961

Your File: 912512/323
O-SH-59-25

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. H. M. Williamson

Gentlemen:

Re: Mistletoe Undercrossing
Bridge No. 8748

Please refer to your letter of January 24, 1961 regarding structural details for the subject job. On March 23, 1960 prints of our Drawing 8748-A were submitted to you indicating the type of structure we proposed to use. Your letter of June 21 indicated the acceptance of the type of structure proposed; namely, a two-span continuous slab span. On the basis of your letter of June 21 preliminary superstructure plans were prepared and submitted by letter of December 22, 1960.

Since receiving your letter of January 24 stating that the proposed design was objectional, a complete review of the design has been made in this office. It is still believed that the two-span continuous structure will be satisfactory from a service standpoint and that maintenance costs will be low. The continuity increases the overall stiffeness of the superstructure and particularly the rolling effect at the skewed intermediate support. This rolling effect would be accentuated by simple spans, of any material. It is true that continuity tends to cause an uplift at the end reaction, however, our calculations indicate a dead load end reaction of 364 kips with a maximum uplift from L.L. + I of under 100 kips which leaves a net reaction of over 264 kips.

The structure of comparable span length illustrated in P.C.A. Bulletin #58 is a very interesting design in prestressed concrete. However, it is noted that this structure consists of 4 girders 6'-6" deep and this would be a very costly design to use in the present instance as by using a solid slab and continuity our design has a depth of 4'-3" over the clearance area.

On previous grade separation projects involving highway structures over the railroad an Engineer-Inspector has been used to furnish protective services to the railroad during the construction period. The State has no objection to the furnishing, at the expense of the project, an Engineer-Inspector qualified to inspect the structural part of the project. The State will also agree to the maintenance or replacement of the structure during the first year of railroad operation as we feel the structure as designed will be satisfactory in all respects.

Contract plans are now being completed and as soon as they have been structurally checked, plans and specifications will be sent you.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

IDM/mm

cc: Mr. J. W. DeSouza
Mr. G. S. Paxson ✓
Mr. T. C. Roake

RECEIVED
FEB 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1961
FOR FILING
I-5-1(31)12
5929

8-2703

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

February 6, 1961

912512/323
0-SH-59-25

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Ass't. State Highway Engineer

Dear Mr. Williams:

This refers to your letter of January 25 in connection with the proposed Mistletoe Undercrossing.

By letter of February 3 we sent you for approval a proposed revised section entitled "Protection of Railroad Facilities" designed to comply with the requirements of the recent B.P.R. regulations. If this is satisfactory to you, we would suggest that it be incorporated in Exhibit B.

With respect to your comments on the exchange of right of way, we are agreeable to your suggestion that both the State and Southern Pacific Company convey by Bargain and Sale Deed. If you wish, you may change the agreement now in your hands accordingly, or return it to us for revision.

Yours truly,

HM Williamson
hw

[illegible]

RECEIVED
FEB - 8 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
OFFICE OF
[illegible] ENGINEER

RECEIVED
JAN 26 1961
FOR FILING

I-5-1(31)12

5322

January 25, 1961

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Mistletoe Undercrossing
Pacific Highway
Jackson County

Dear Sir:

A short time ago, you sent me two copies of the proposed agreement covering the grading of the railroad line change at the Mistletoe project south of Ashland in Jackson County. I withheld answer on this until such time as the matter of flagging and watchman service was settled by conference between the Bureau of Public Roads and the American Association of Railroads. Yesterday, I sent you a copy of the new PPM 21-10(5), which, I understand, is to control the matter of flagman and watchman service.

To complete the agreement, would require the attachment of Exhibit "B", which is our specifications for relations with the Railroad Company, and under PPM 21-10(5), we must set forth the conditions under which flagging would be required and the schedule of men to be used in flagging with their rates and other payroll allowances. Since this covers only the grading and only that portion of the grading at each end of the line which is on or adjacent to your tracks, I presume the statement of conditions requiring flagging would limit itself to work upon your right of way. I would appreciate receiving from you a letter stating your requirements and also the list of personnel to be employed.

In connection with the form of agreement, our Legal Department has raised a question as to the method of transferring title. Paragraph 4 on page 2 provides that the State supply a warranty deed. It is not the policy of the State to issue warranty deeds, but we can give a bargain and sale deed conveying merchantable title. I would suggest that this paragraph be revised as follows:

"4. At a later date when State is ready to proceed with ultimate construction of said highway and railroad relocation, State agrees to convey to Railroad by bargain and sale deed, subject to approval of Railroad, a merchantable title for a new right of way as shown on said print in red tint, reserving unto itself an easement for construction of a highway by means of an underpass on the area enclosed within dashed red lines."

Paragraph 5 as now written requires the Railroad to supply us with only a quit claim deed. There seems no reason why the Railroad cannot convey by the same bargain and sale deed which we propose to give the Railroad. Our title examination, copy of which is attached, shows that the Railroad owns the property in fee simple, and I believe we should receive from the Railroad the same type of conveyance which we give to them.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. J. W. DeSouza
Mr. A. W. Kilborn

RECEIVED
JAN 20 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-5-1 (31) 12

5929

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 19, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 410 - Mistletoe U-Xing
Southern Pacific Company
Jackson County

Dear Sir:

Herewith I hand you five signed copies of petition of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Southern Pacific Company and one copy each is for service upon Jackson County and the City of Ashland.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
attach.

cc: G. S. Paxson
Ivan Merchant
Tom Edwards
Frank Morgan

G. S. PAXSON

RECEIVED
JAN 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Pux 410

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an undercrossing of the track of Southern Pacific Company on the revised location of the Pacific Highway, known as the MISTLETOE UNDERCROSSING PROJECT, in the Southwest quarter of the Southeast quarter (SW¼ SE¼) of Section 24, and in the Northwest quarter of the Northeast quarter (NW¼ NE¼) of Section 25, Township 39 South, Range 2 East, W.M., in Jackson County.

PETITION

No._______

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That the Petitioner proposes the construction of a four lane divided highway on a revised location of the existing Pacific Highway, to be a part of Federal Interstate Highway No. 5, between Medford and a point south of Ashland, and that it is proposed to relocate a portion of the existing alignment of the railroad of Southern Pacific Company and to provide an undercrossing thereunder, as shown by Sheet 3 of the Federal Aid plans for the Mistletoe Railroad U-Xing Sec., marked Exhibit "A", and Bridge Drawing 8748-B, marked Exhibit "B", which are attached hereto and by this reference made a part hereof.

IV

That the construction of the said proposed undercrossing structure is necessary and proper for the service, accommodation and convenience of the public in that a crossing at grade at said location would not be in the interest of safety either on the highway or on the railroad.

V

That the estimated average daily traffic under the proposed structure will be 1900 vehicles, which traffic will be subject to normal annual increases, and that the railroad traffic across the proposed structure will be 6 train movements per day.

VI

That the highway grade under the proposed structure will be an ascending grade of 2.58% from the north and a descending grade of 4.062% from the south connected by a 1000' vertical curve, and that the grades on the revised location of the railroad will be a descending grade of 0.737% from the south and an ascending grade of 1.833% from the north, which grades will be connected by a vertical curve 600' in length.

VII

That the Petitioner proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the proposed construction and supervise the construction thereof, which contract or contracts shall include the following:

1. Construct a new embankment for a revised location of the railroad from railroad station 946+57.2 = 947+17.41 on the north to railroad station 922+85.7 on the south, as shown on Exhibit "A".
2. Construct a railroad structure over the highway at the location

shown on Exhibit "A" and of the type and design shown on Exhibit "B".

3. Construct the new highway with its appurtenances and facilities and thereafter maintain the same.

(b) Whether by contract or otherwise, restore the railroad embankment to normal profile grade after an embankment settlement period of approximately one year.

(c) Finance the construction of the project without participation therin from funds of railroad company from state and federal highway funds, including reimbursement to railroad company for the necessary expenses incurred in connection therewith which are reimbursable under, and not prohibited by, the terms of Policy and Procedure Memorandum No. 30-3, issued by the Public Roads Administration, and amendments thereof and supplements thereto. The said reimbursement shall further include extraordinary railroad maintenance costs as stated hereafter under THINGS TO BE DONE BY RAILROAD COMPANY.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Subject to reimbursement under federal regulations, make such revisions of existing communication systems as may be required.

(b) Subject to reimbursement under federal regulations, furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Subject to reimbursement under federal regulations, move and thereafter reinstall such right of way fences as must necessarily be removed for the construction of the project.

(d) Subject to reimbursement under federal regulations, place ballast, ties and track on the new railroad alignment, extending from railroad station 946/57.2 = 947/17.41 to 922/85.7, equivalent to the ballast, ties and track on the existing railroad location, and make connections with the existing track.

(e) Subject to reimbursement under federal regulations, remove track, ties and fittings on the portion of the existing railroad which is to be retired from use, and give state proper salvage credit therefor under the terms of said regulations.

(f) At its own cost and expense maintain the railroad line with its appurtenances and facilities on the revised location thereof, including the maintenance of the structure proposed to be built over the highway, except that state will reimburse railroad for extraordinary maintenance costs necessary on the revised location of the railroad, within the period of the first one year after the first operation of regular trains thereover, in excess of the normal and usual maintenance costs which would have been required on the section of railroad retired from use. Such reimbursement shall be made in accordance with the accounting practices provided in the federal regulations.

VIII

That it is not anticipated that during construction there will be any impairment of horizontal or vertical clearances in violation of Public Utility Commissioner's Order No. 33700.

IX

That the proposed construction is in the Southwest quarter of the Southeast quarter of Section 24, and in the Northwest quarter of the Northeast quarter of Section 25, Township 39 South, Range 2 East, W. M., in Jackson County, Oregon.

WHEREFORE, Petitioner prays for an order permitting such construction in accordance herewith and for such other and further order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 19th day of January, 1961.

STATE OF OREGON, by and through its
State Highway Commission

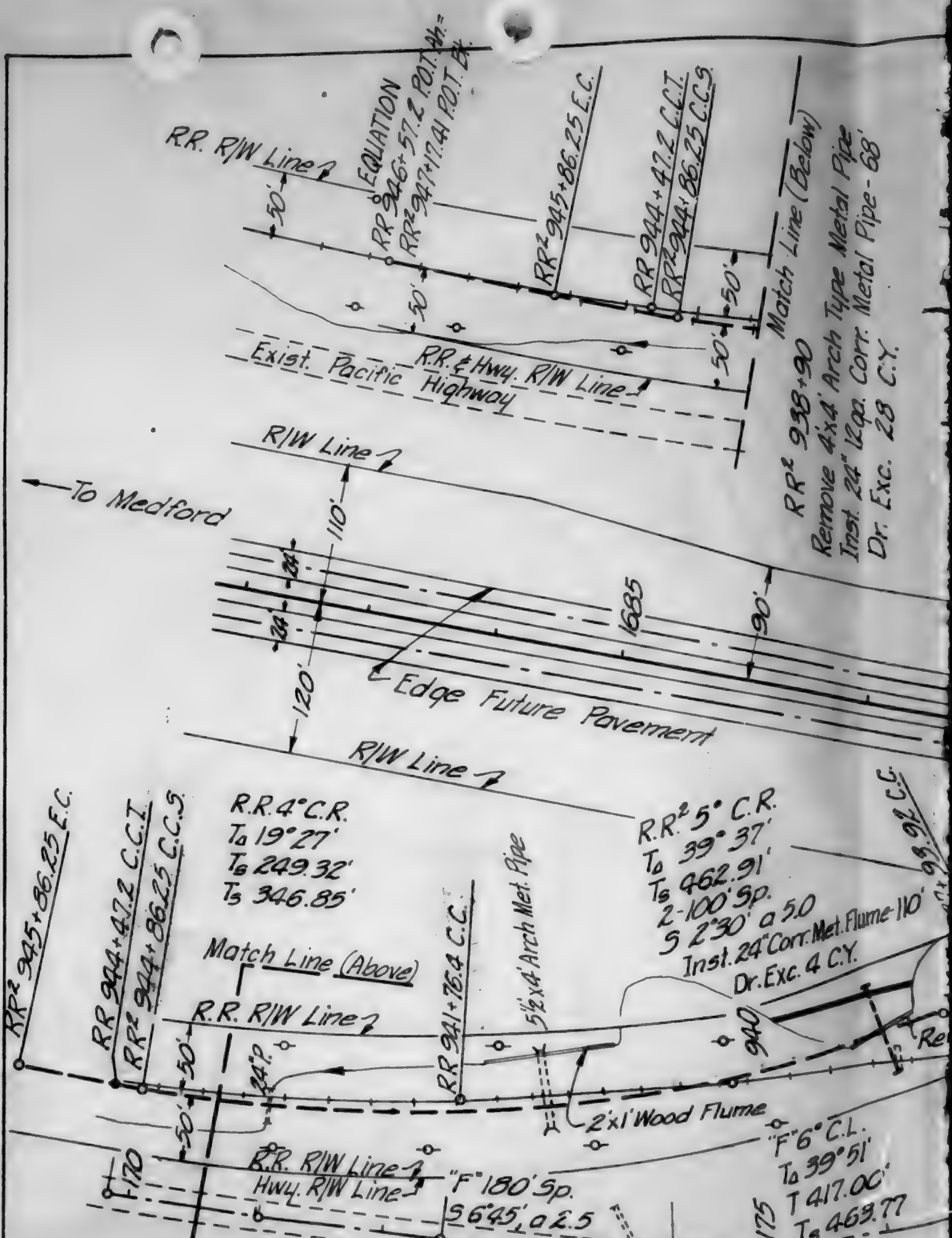
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

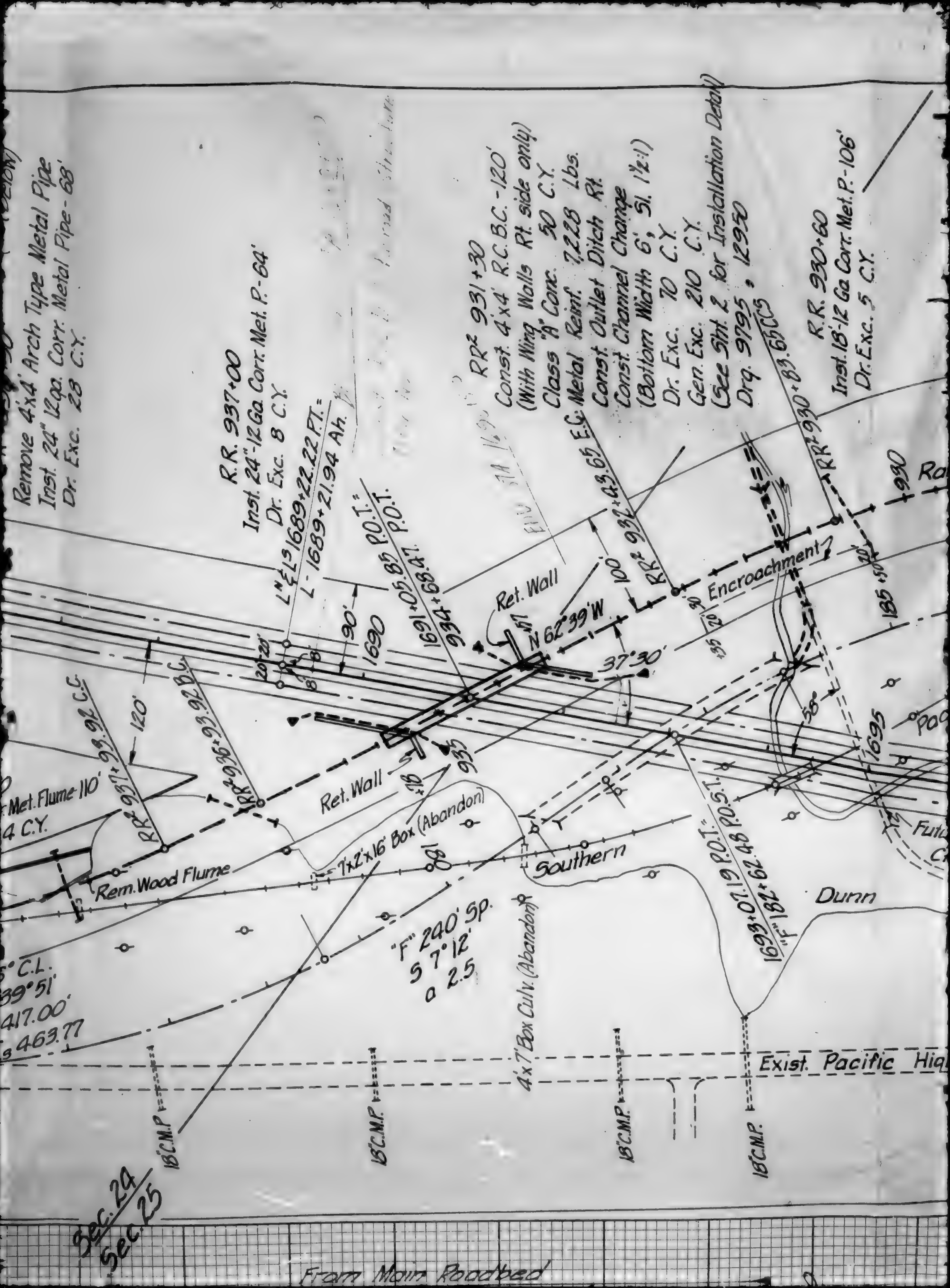
By______________________________
J. W. DeSOUZA - Assistant Counsel for
the State Highway Commission

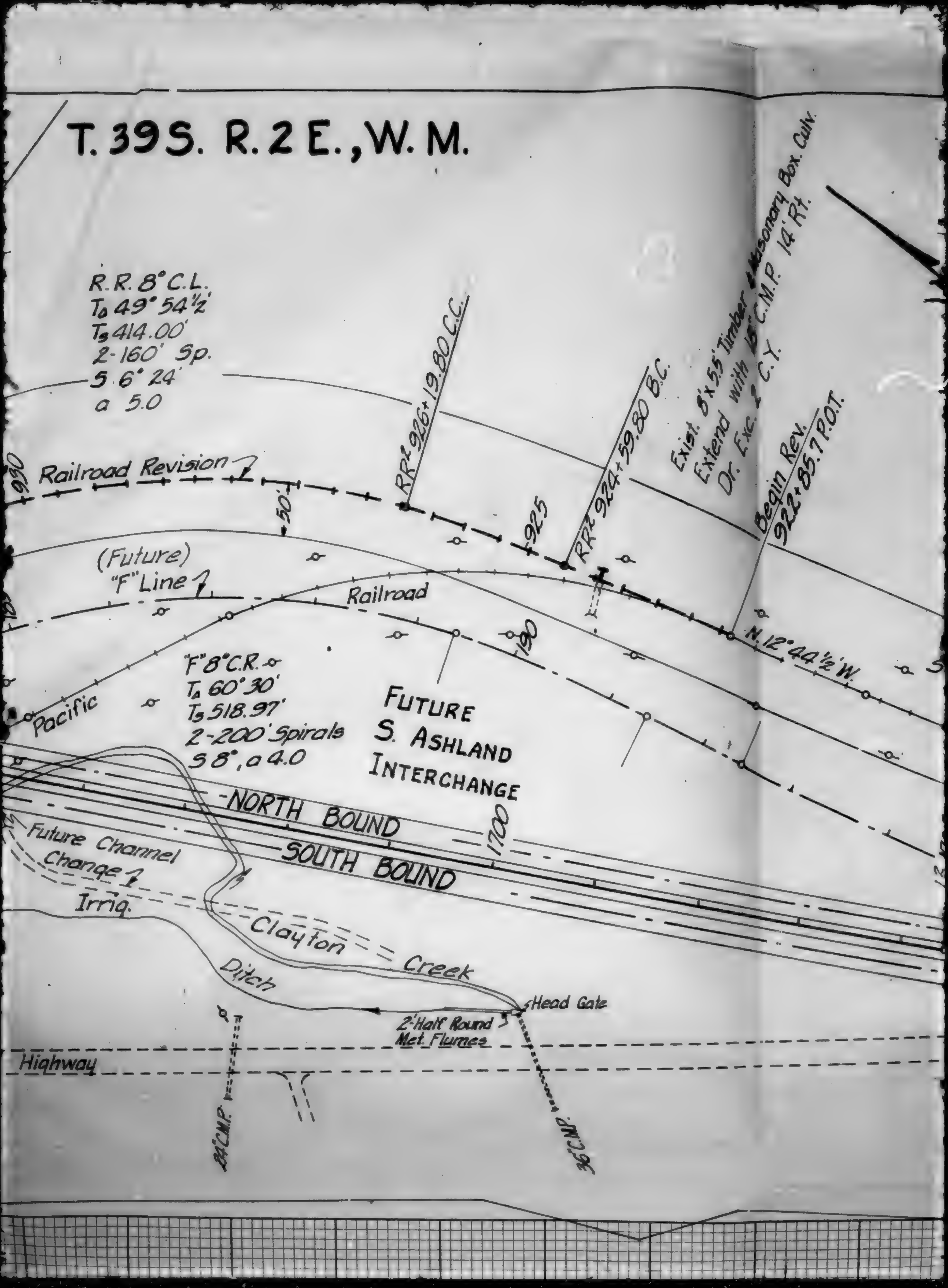
GLEN V. SORENSEN
Staff Attorney for the State Highway
Commission

FINAL SURVEY

NOTE BOOK		BY	DATE
NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		




Remove 4'x4' Arch Type Metal Pipe
Inst. 24" 12ga. Corr. Metal Pipe - 68'
Dr. Exc. 28 C.Y.
R.R. 937+00
Inst. 24"-12 Ga. Corr. Met. P.-64'
Dr. Exc. 8 C.Y.
L^N E L^S 1689+22.22 P.T. =
L-1689+21.94 Ah.
1691+05.85 P.O.T. =
934+68.47 P.O.T.
RR² 931+30
Const. 4'x4' R.C.B.C.-120'
(With Wing Walls Rt. side only)
Class "A" Conc. 50 C.Y.
Metal Reinf. 7,228 Lbs.
Const. Outlet Ditch Rt.
Const. Channel Change
(Bottom Width 6', Sl. 1½:1)
Dr. Exc. 70 C.Y.
Gen. Exc. 210 C.Y.
(See Sht. 2 for Installation Detail)
Drg. 9795, 12950
RR² 932+43.65 E.C.
RR² 930+83.65 C.C.S.
R.R. 930+60
Inst. 18"-12 Ga Corr. Met. P.-106'
Dr. Exc. 5 C.Y.
990
Ra
Encroachment
100'
Ret. Wall
N 62°39' W
37°30'
90'
1690
20' 20'
8' 8'
120'
RR² 937+93.92 C.C.
RR² 936+93.92 B.C.
Met. Flume-110'
4 C.Y.
Ret. Wall
935
18
7'x2'x16' Box (Abandon)
Rem. Wood Flume
Southern
180
+35
20
30
185+00
185+50
56'
1695
PO
Futu
C
Dunn
1693+07.19 P.O.T.
"F" 182+62.48 P.O.S.T.
"F" 240' Sp.
S 7°12'
a 2.5
4'x7' Box Culv. (Abandon)
° C.L.
39°51'
417.00'
s 463.77
Exist. Pacific Hig
18"C.M.P.
18"C.M.P.
18"C.M.P.
18"C.M.P.
Sec. 24
Sec. 25
From Main Roadbed

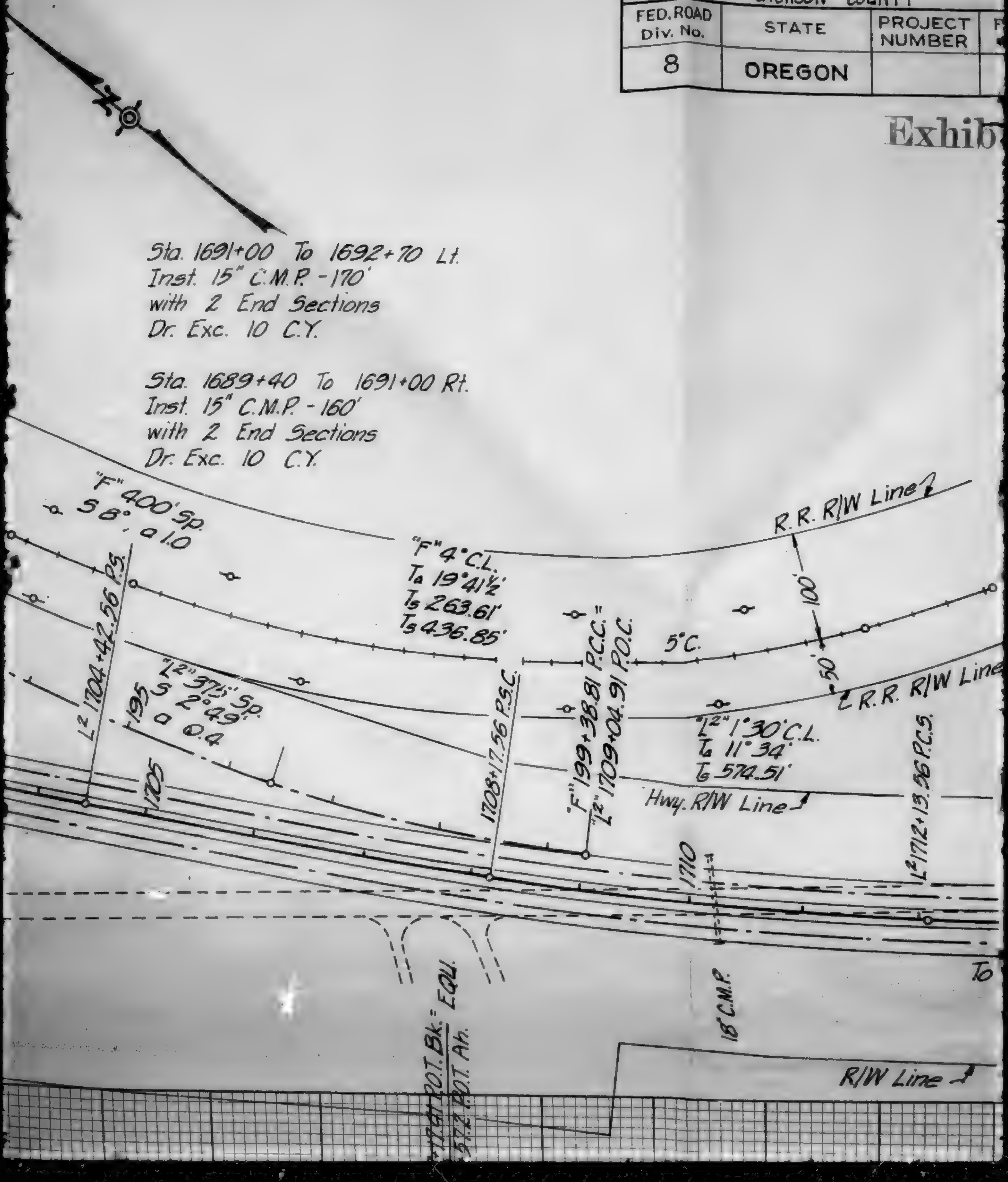

T. 39 S. R. 2 E., W. M.
R.R. 8° C.L.
T_Δ 49° 54½'
T_s 414.00'
2-160' Sp.
S 6° 24'
a 5.0
RR℄ 926+19.80 C.C.
Exist. 8'x 5.5' Timber & Masonary Box. Culv.
Extend with 18" C.M.P. 14' Rt.
Dr. Exc. 2 C.Y.
RR℄ 924+59.80 B.C.
Begin Rev.
922+85.7 P.O.T.
930
Railroad Revision
50'
925
(Future)
"F" Line
Railroad
190
N. 12° 44½' W.
"F" 8° C.R.
T_Δ 60° 30'
T_s 518.97'
2-200' Spirals
S 8°, a 4.0
Pacific
FUTURE
S. ASHLAND
INTERCHANGE
NORTH BOUND
SOUTH BOUND
1700
Future Channel
Change
Irrig.
Clayton
Creek
Ditch
Head Gate
2' Half Round
Met. Flumes
Highway
24" C.M.P.
36" C.M.P.

MISTLETOE RAILROAD U-XING S

PACIFIC HIGHWAY
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	F
8	OREGON		

Exhib



Sta. 1691+00 To 1692+70 Lt.
Inst. 15" C.M.P. - 170'
with 2 End Sections
Dr. Exc. 10 C.Y.

Sta. 1689+40 To 1691+00 Rt.
Inst. 15" C.M.P. - 160'
with 2 End Sections
Dr. Exc. 10 C.Y.

MISTLETOE RAILROAD U-XING SEC.
PACIFIC HIGHWAY
JACKSON COUNTY

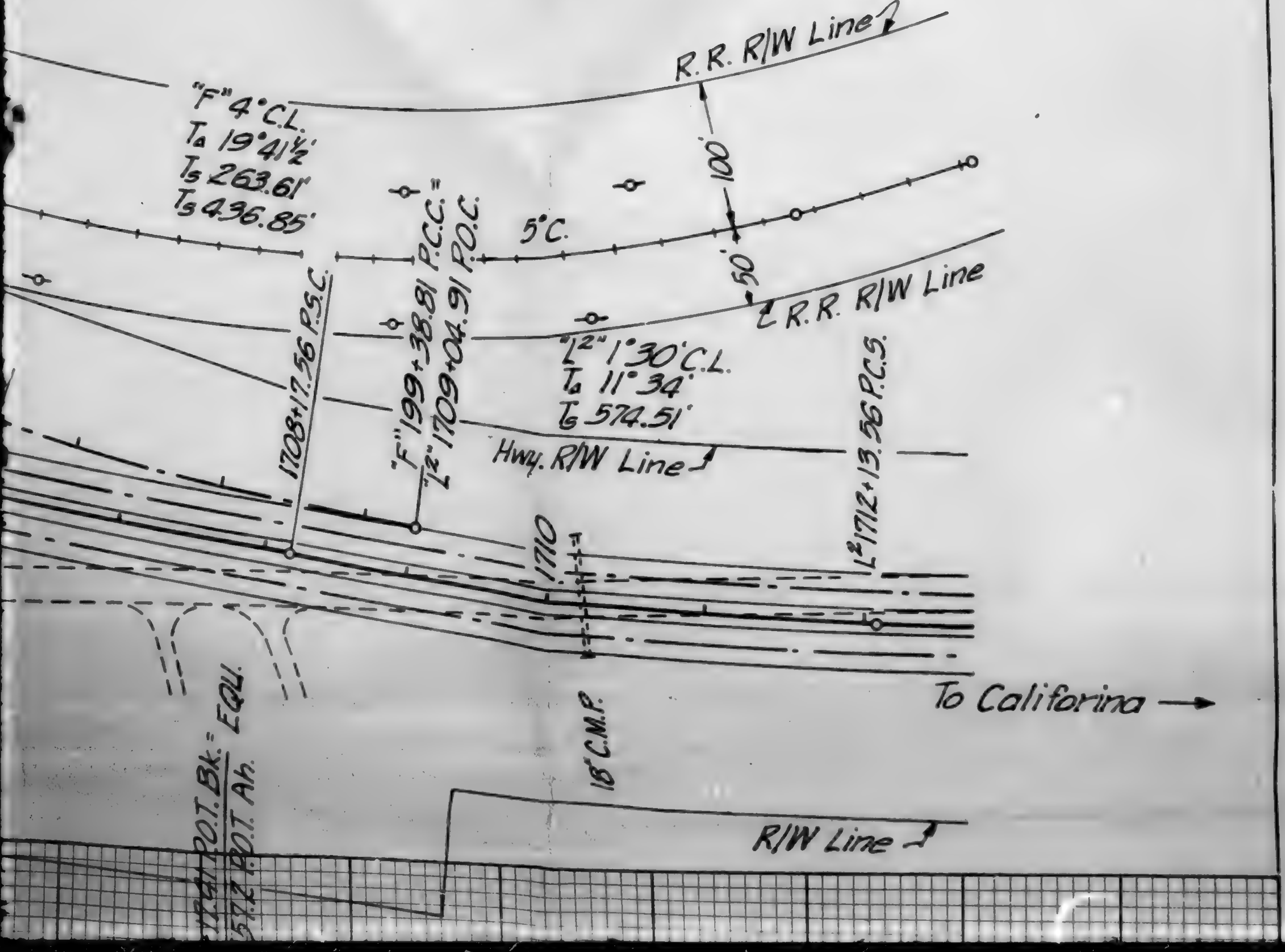
SHEET No. 3

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

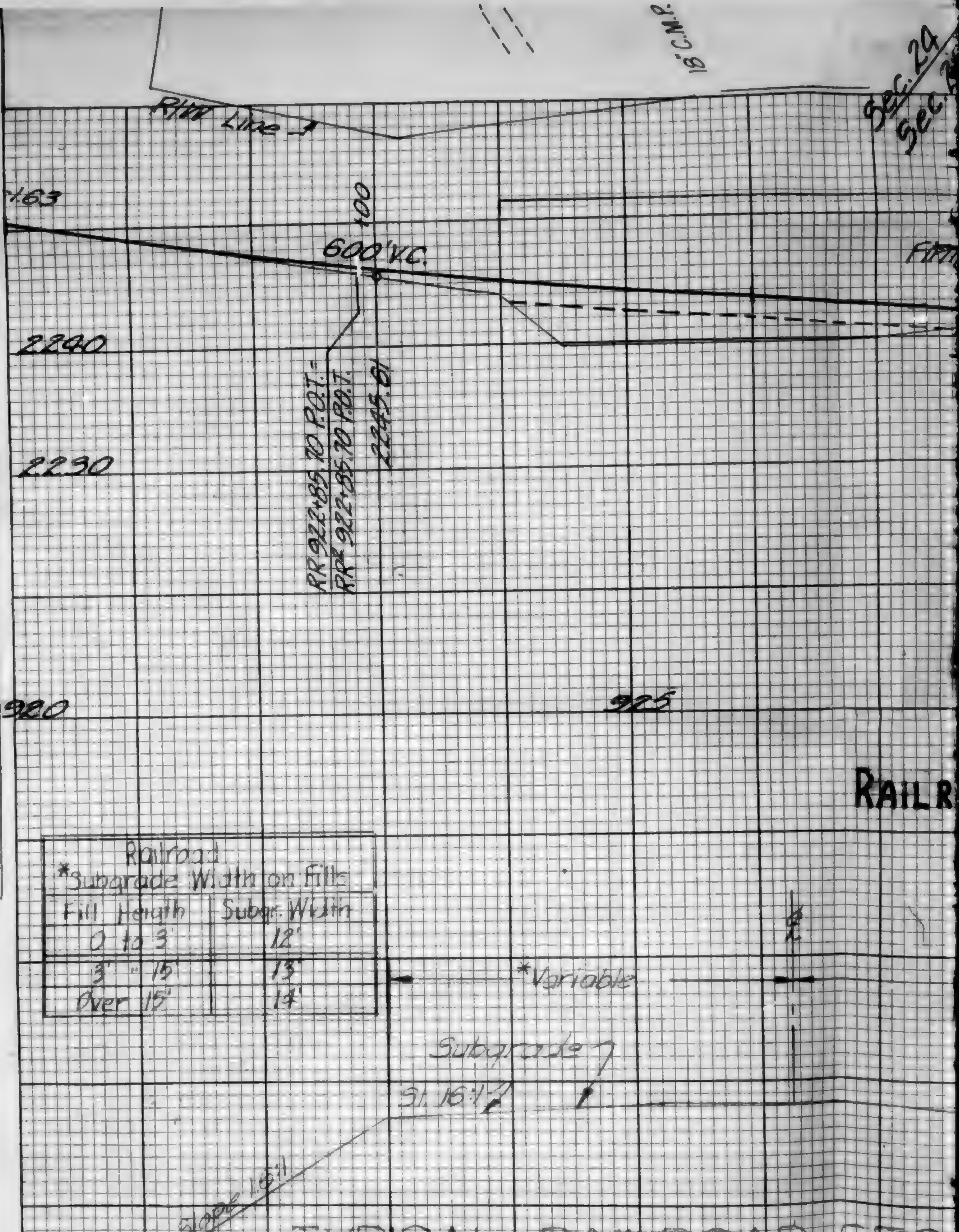
Exhibit "A"

To 1692+70 Lt.
M.P. -170'
Sections
C.Y.

To 1691+00 Rt.
.P. -160'
Sections
C.Y.

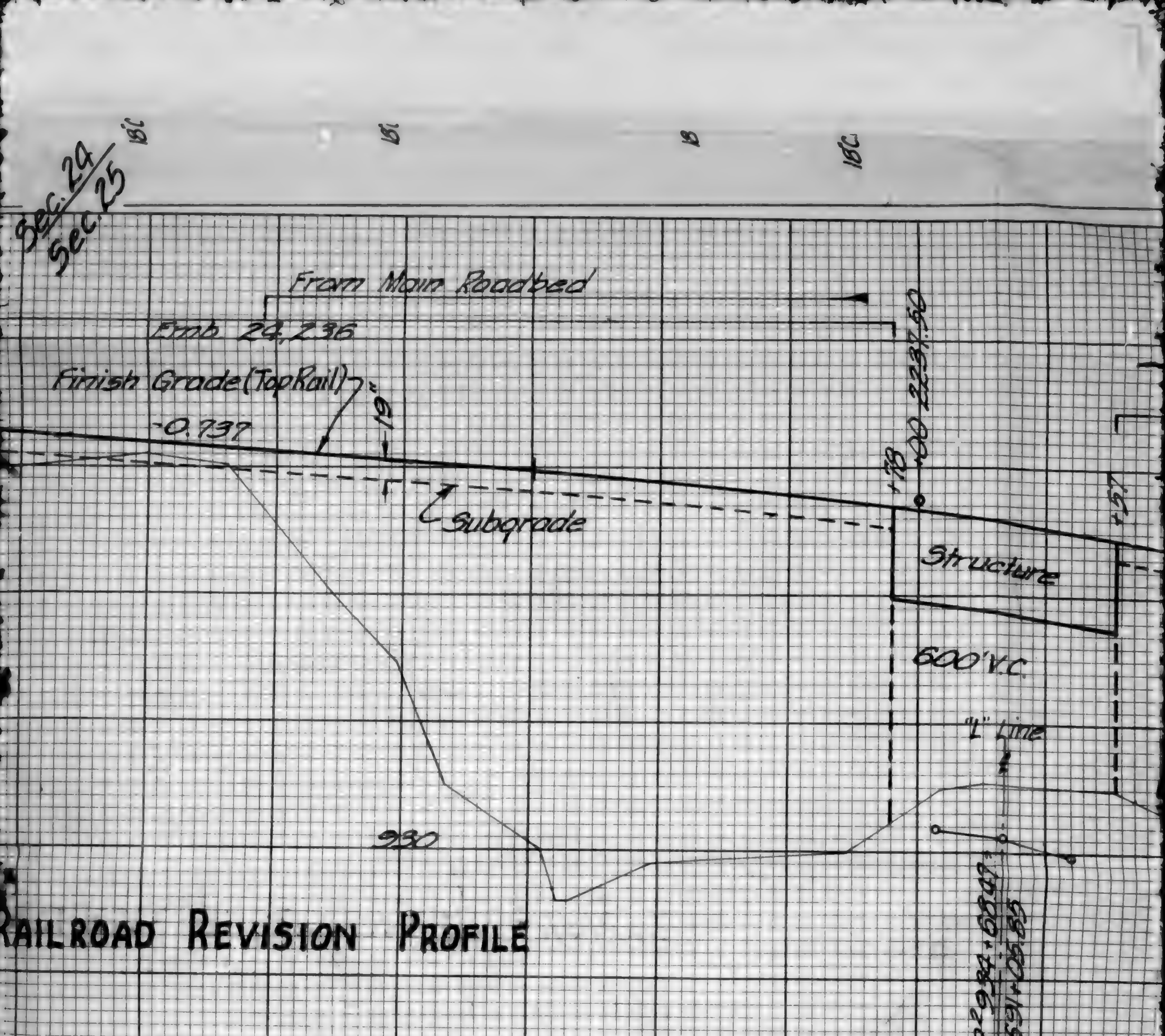


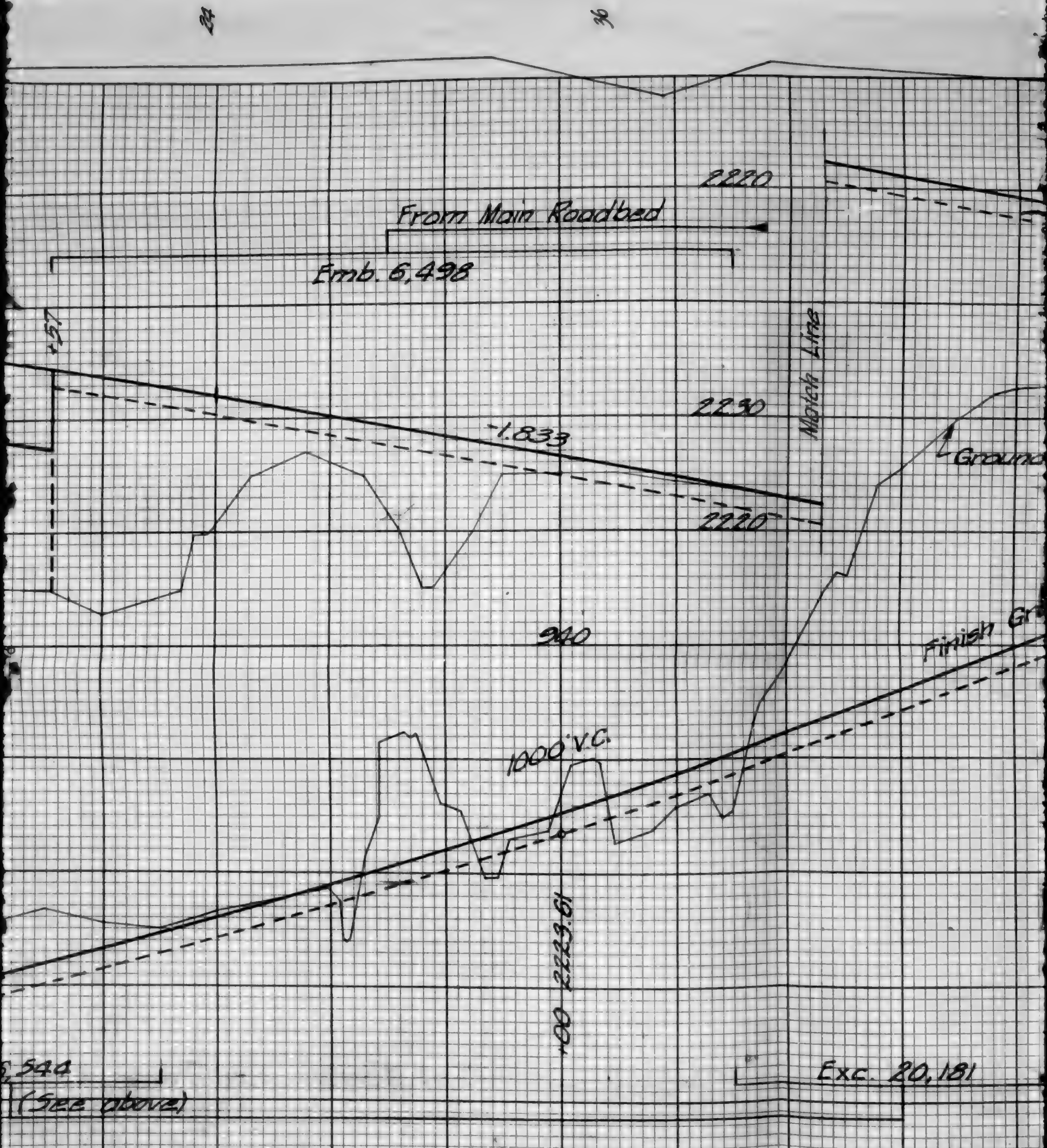
ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

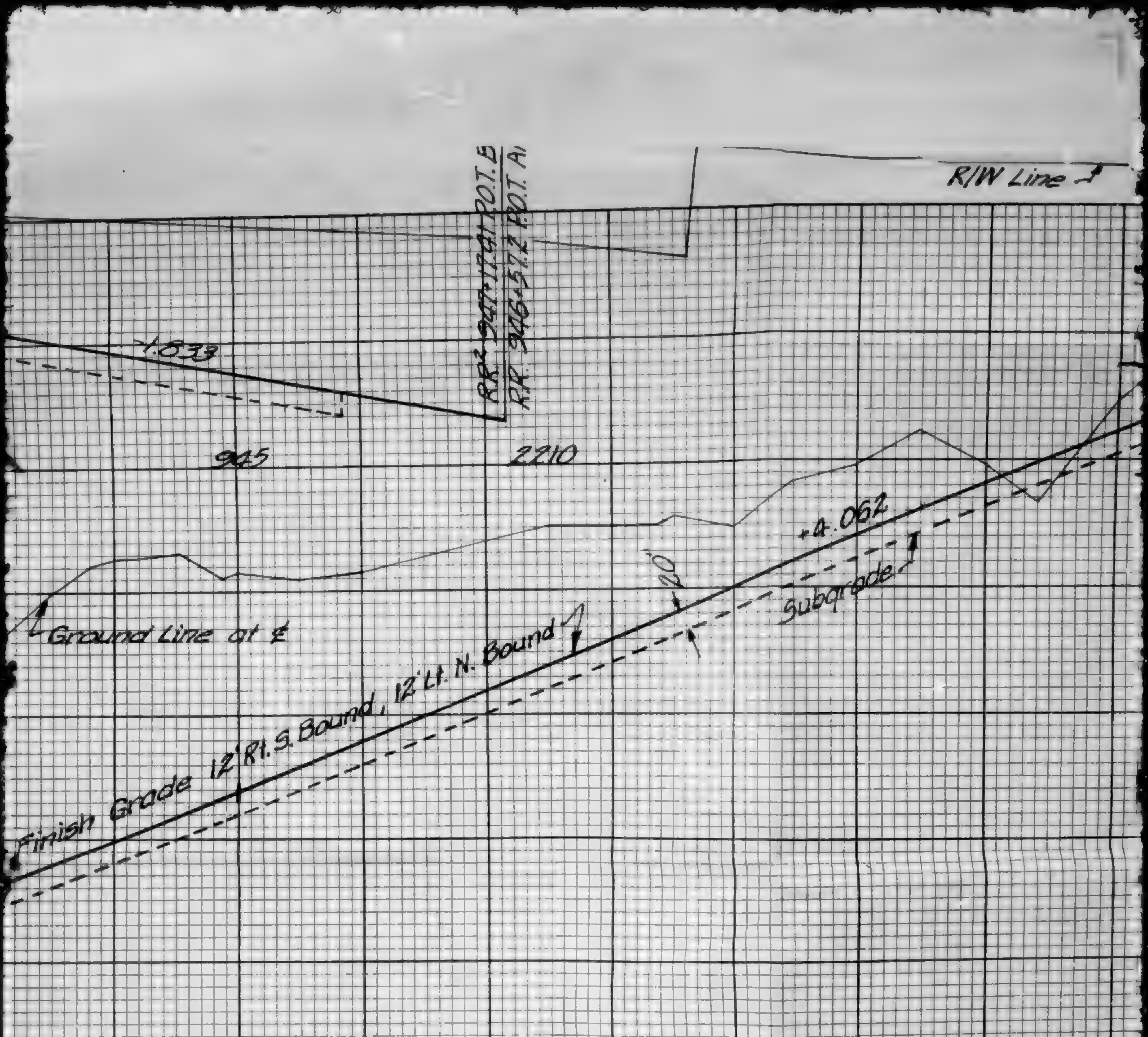


Railroad
*Subgrade Width on Fills

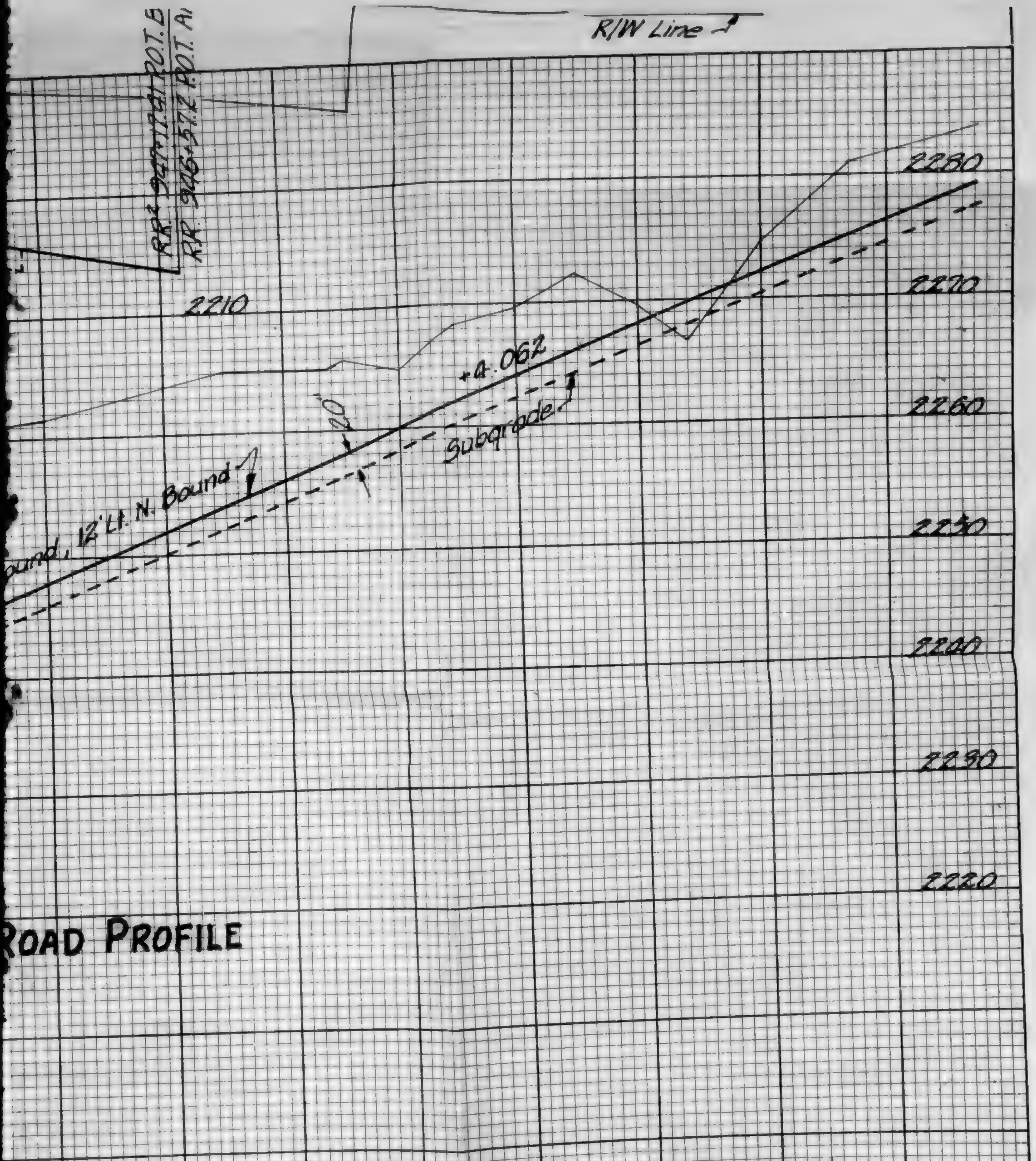
Fill Height	Subgr. Width
0 to 3'	12'
3' " 15'	13'
Over 15'	14'

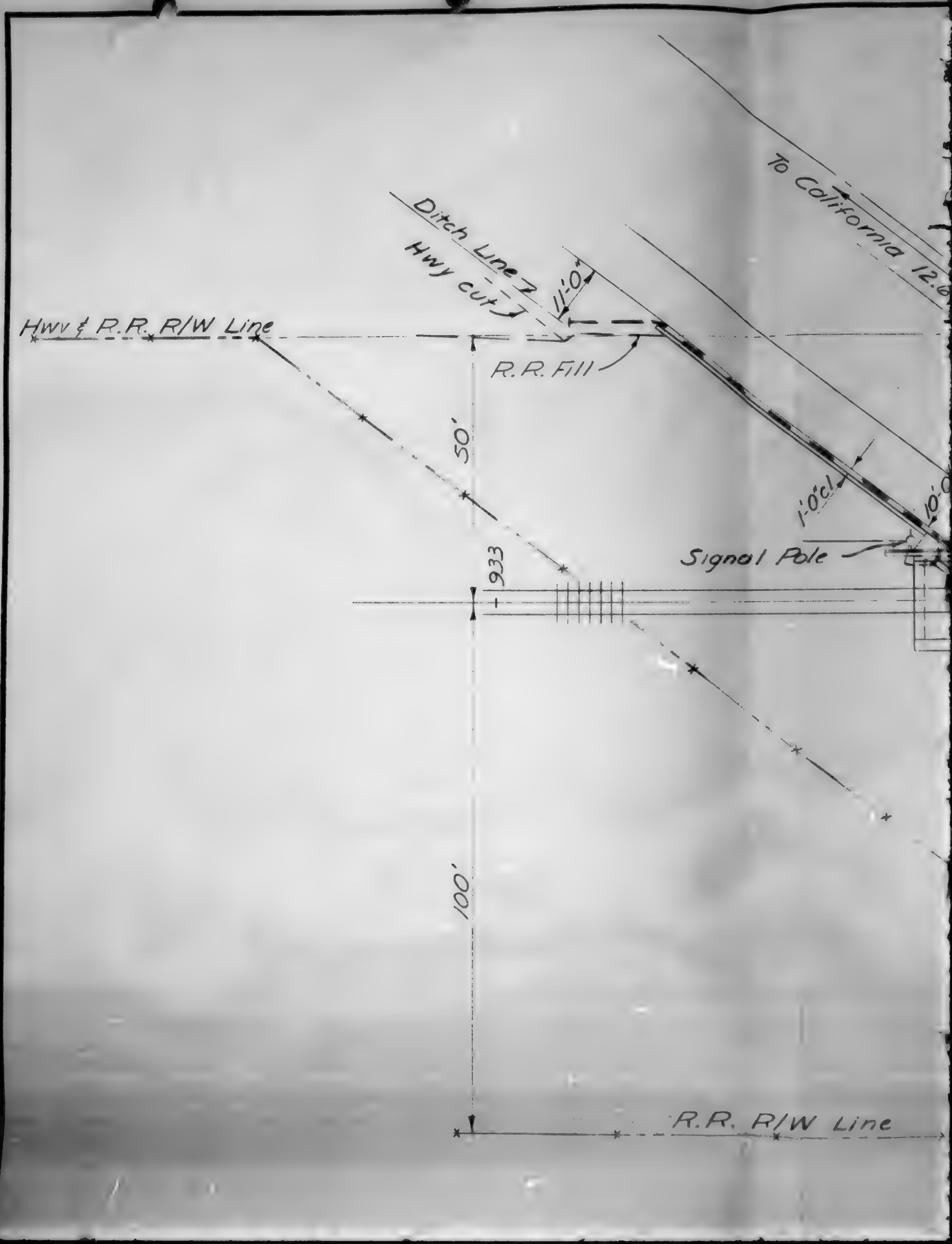

Sec. 24
Sec. 25
18C
18C
18
18C
From Main Roadbed
Emb. 29,236
Finish Grade (Top Rail)
-0.737
19"
Subgrade
+78
+00 2237.50
Structure
+57
600' V.C.
"L" Line
930
RAILROAD REVISION PROFILE
RR 2984+00.49
"L" 1691+05.85
2220
15'
9'-9½"
12"
Slope ¼:1
1:1
Slope 4:1
Slope 1½:1
2210
+2.58
2200
Exc. 6,544
To Railroad
(See
ECTION
1690

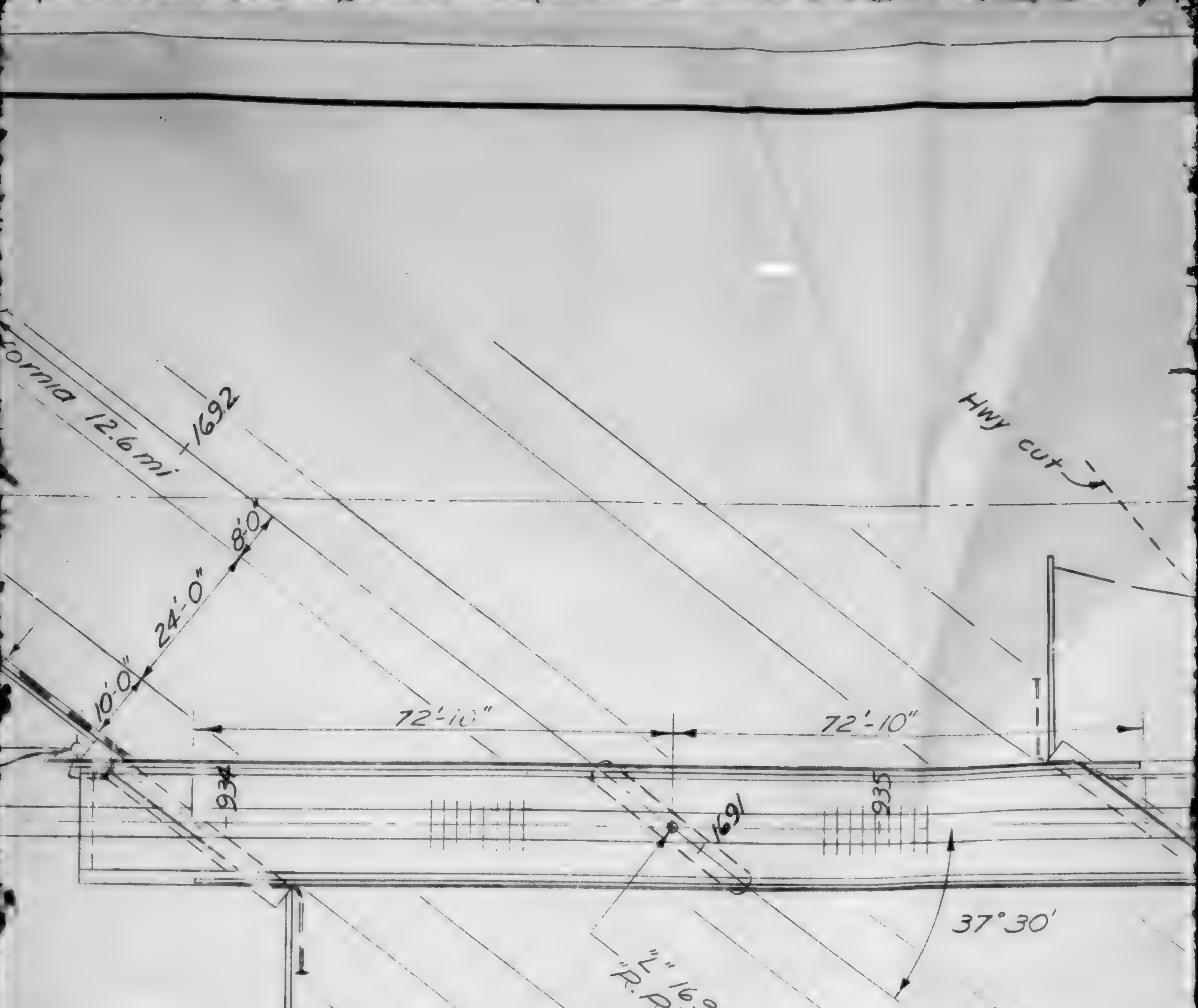

34
36
2220
From Main Roadbed
Emb. 6,498
+57
Match Line
2230
-1.833
2220
Ground
940
Finish Gr
1000' V.C.
2223.61
+00
6,544
(See above)
Exc. 20,181
1695
1700



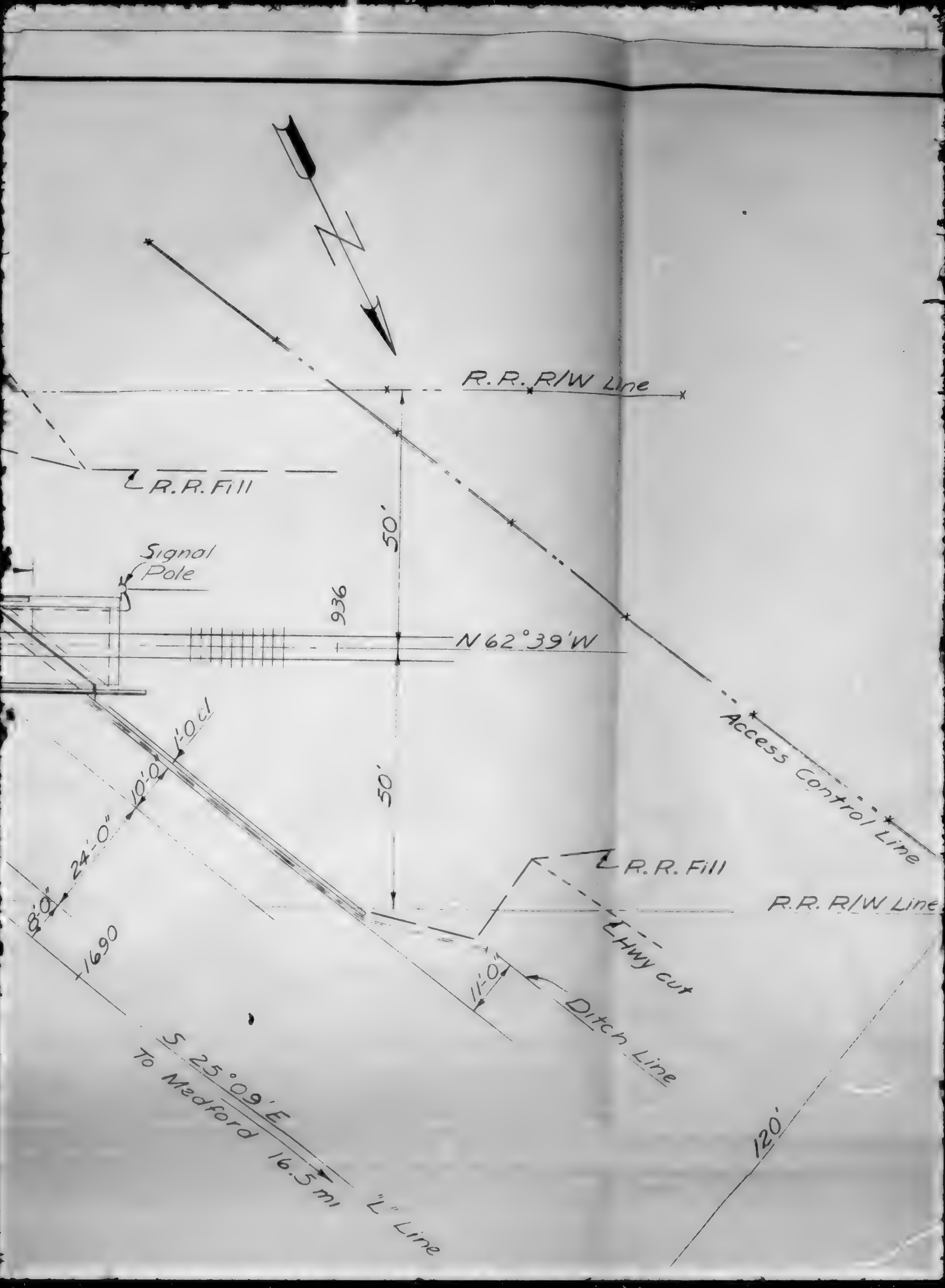
MAIN ROAD PROFILE

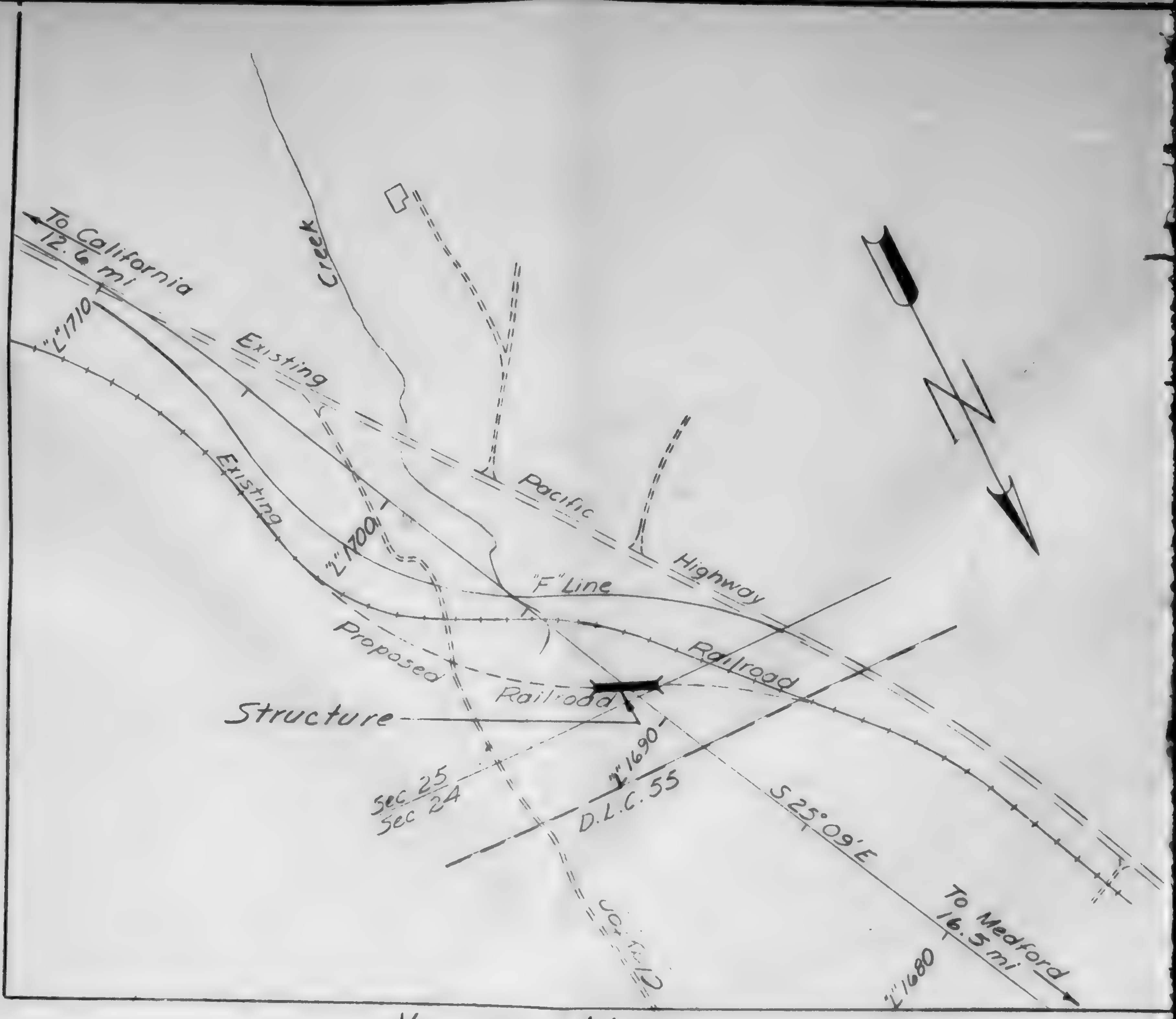

R.R. 947+17.41 P.O.T. B
R.R. 946+57.2 P.O.T. A
R/W Line
2280
2270
2210
+4.062
2260
20'
Subgrade
ound, 12' Lt. N. Bound
2250
2240
2230
2220
ROAD PROFILE


To California 12.6
Ditch Line
Hwy cut
11'-0"
Hwy & R.R. R/W Line
R.R. Fill
50'
1'-0" cl
10'-0
Signal Pole
933
100'
R.R. R/W Line

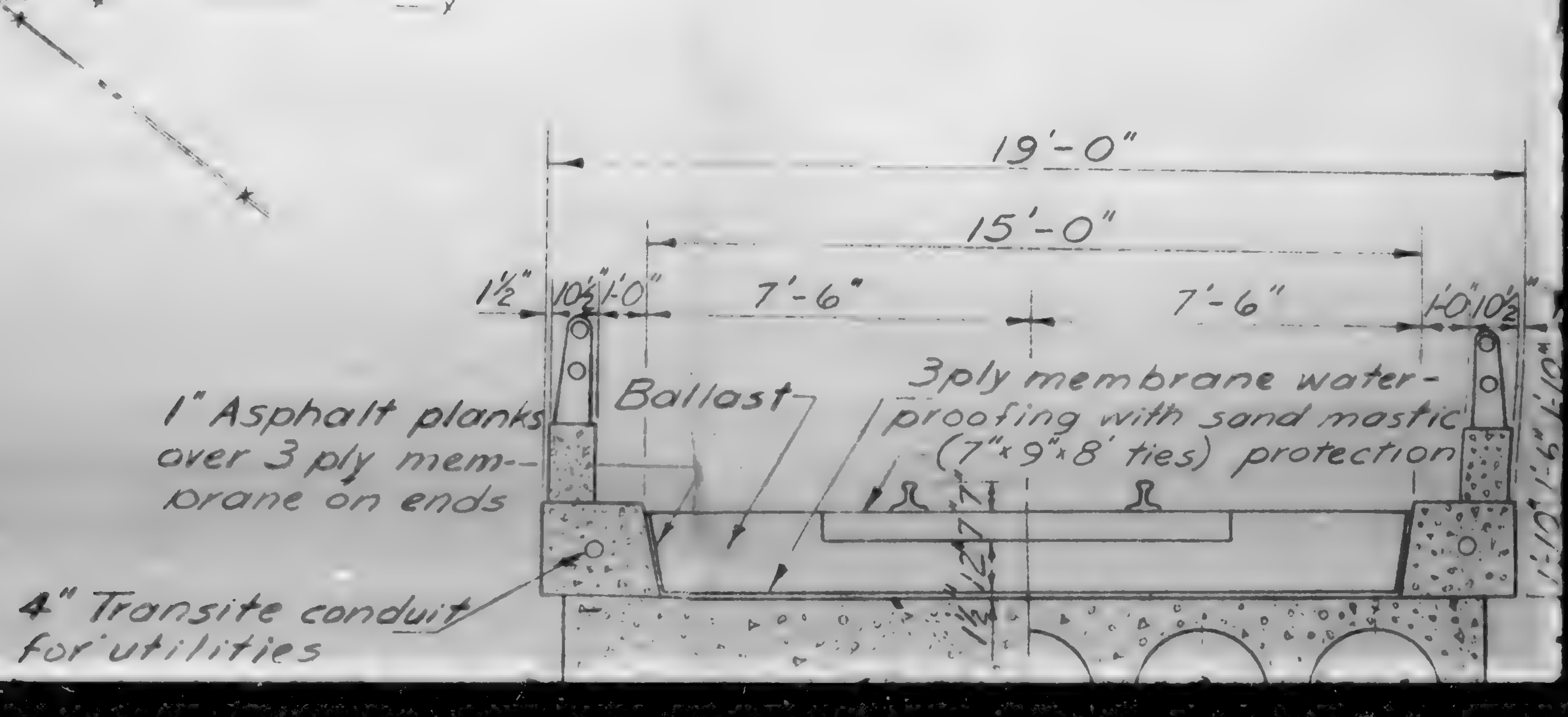

fornia 12.6 mi
1692
8'-0"
24'-0"
10'-0"
72'-10"
72'-10"
934
935
1691
Hwy cut
37°30'
"L" 1691+05.85 P.O.T.
"R.R." 934+68.47
℄ R.R. Fill
℄ Hwy cut
90'
8'-0"
Access Control Line
ne

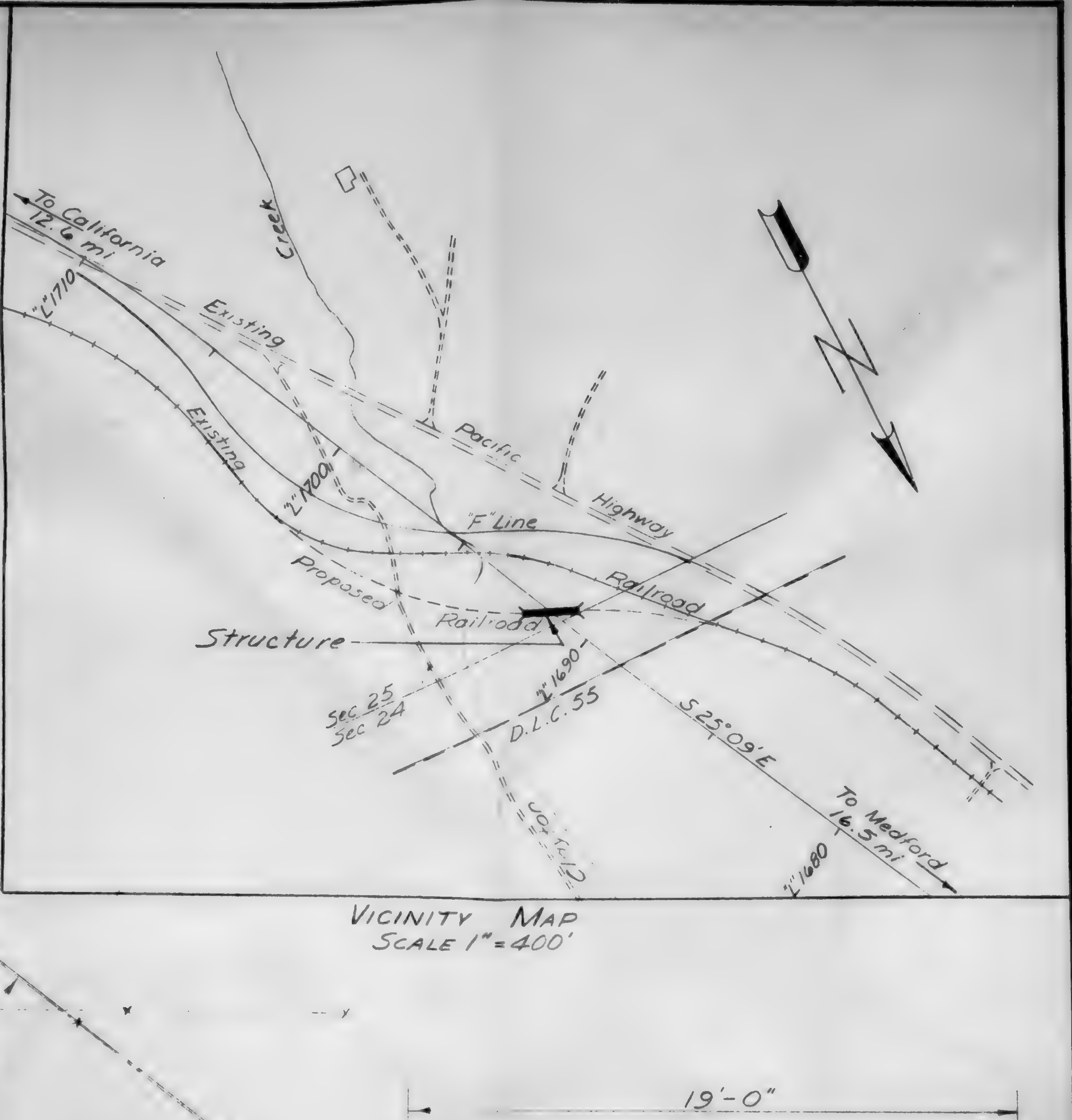
PLAN


N
R.R. R/W Line
℄ R.R. Fill
Signal Pole
936
50'
N 62°39'W
Access Control Line
1'-0"
10'-0"
50'
24'-0"
8'-0"
1690
℄ R.R. Fill
R.R. R/W Line
℄ Hwy cut
11'-0"
Ditch Line
S 25°09'E
To Medford 16.3 mi
"L" Line
120'

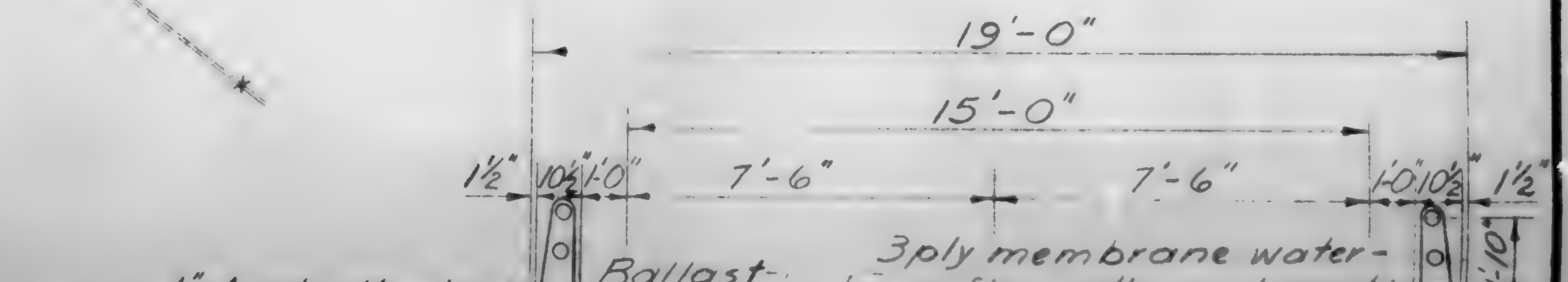


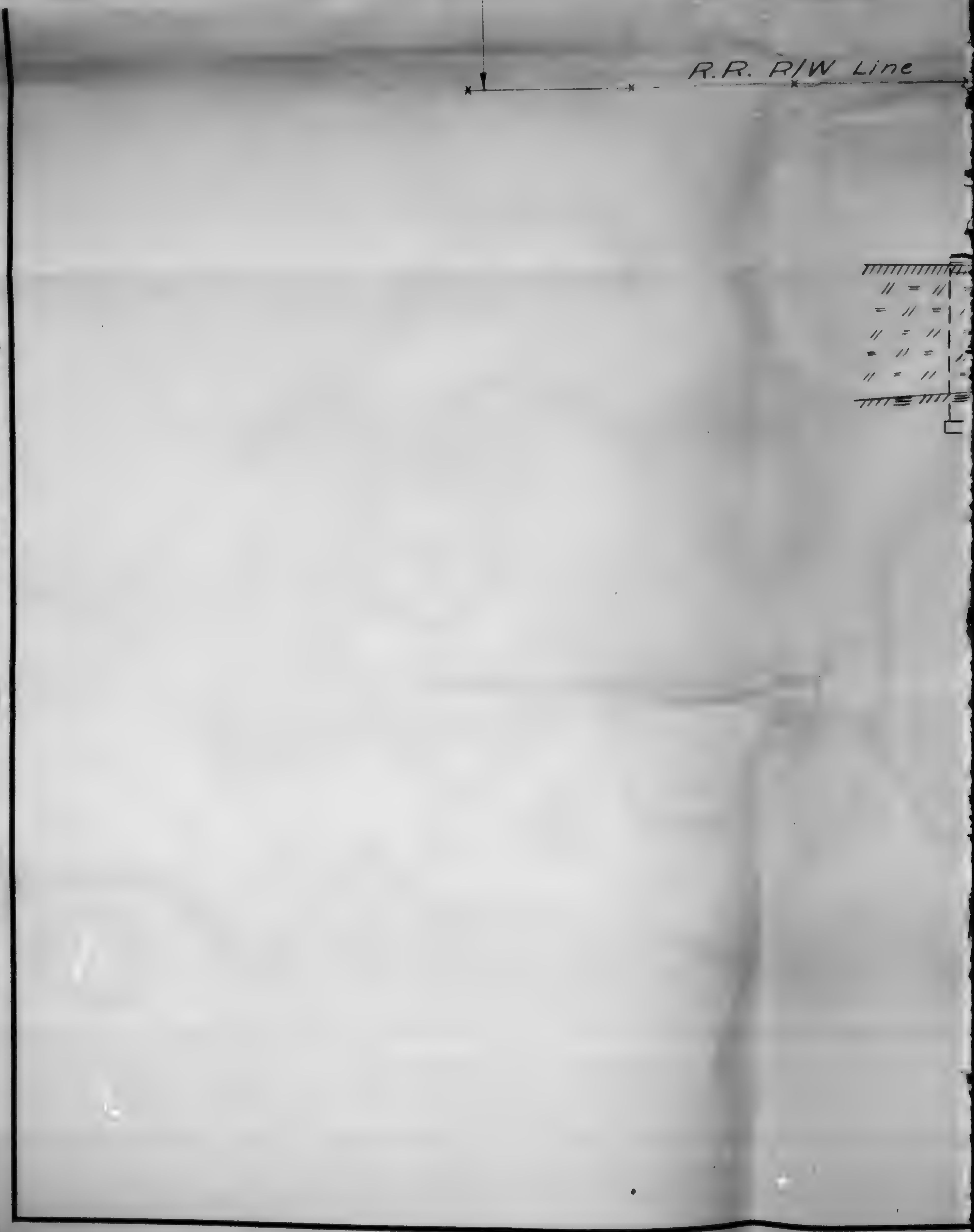
VICINITY MAP
SCALE 1" = 400'

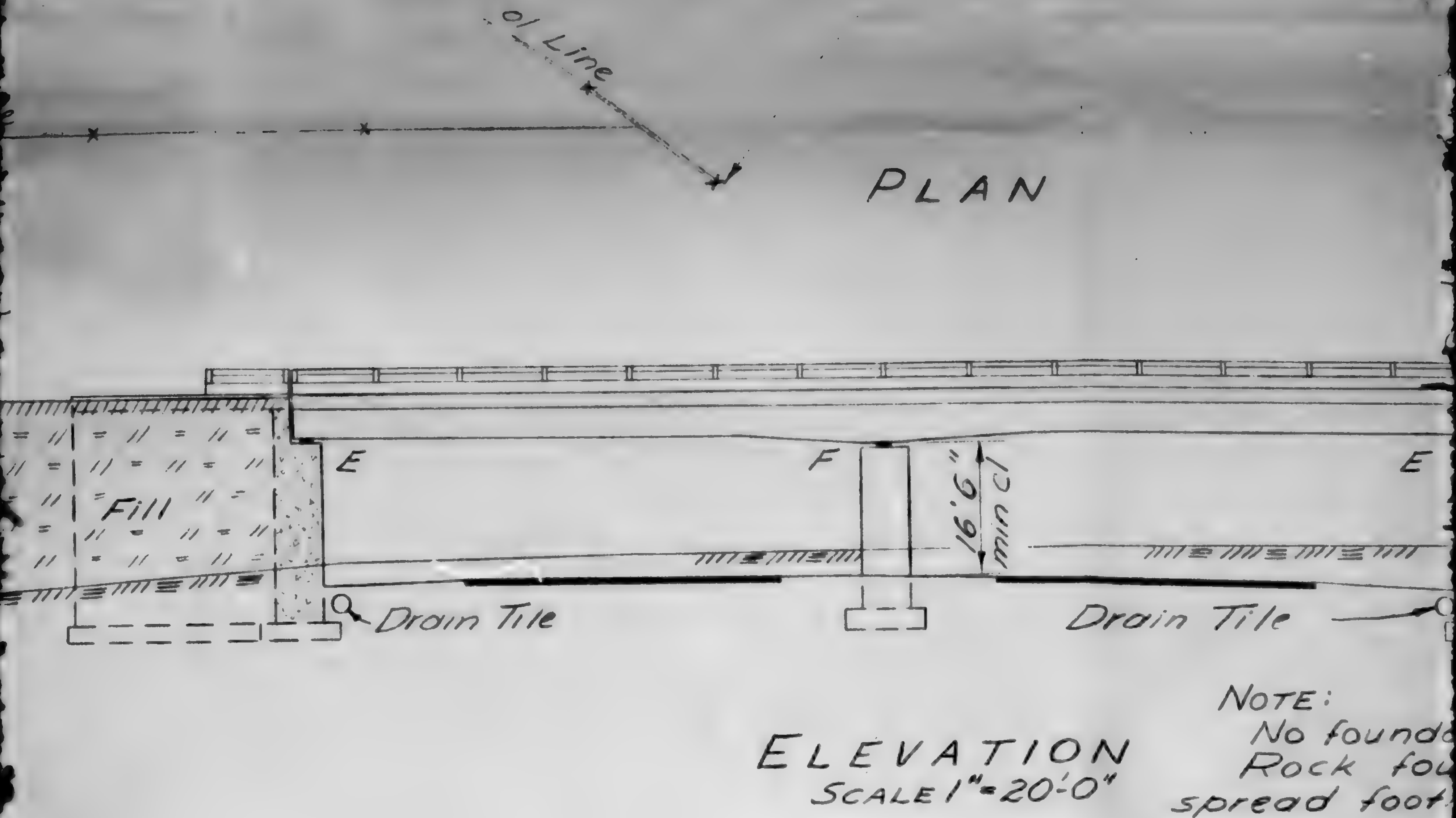

19'-0"
15'-0"
1½"
10½"
1'-0"
7'-6"
7'-6"
1'-0"
10½"
1" Asphalt planks over 3 ply membrane on ends
Ballast
3 ply membrane waterproofing with sand mastic protection
(7"x9"x8' ties)
4" Transite conduit for utilities
1'-10"
1'-6"
1'-10"

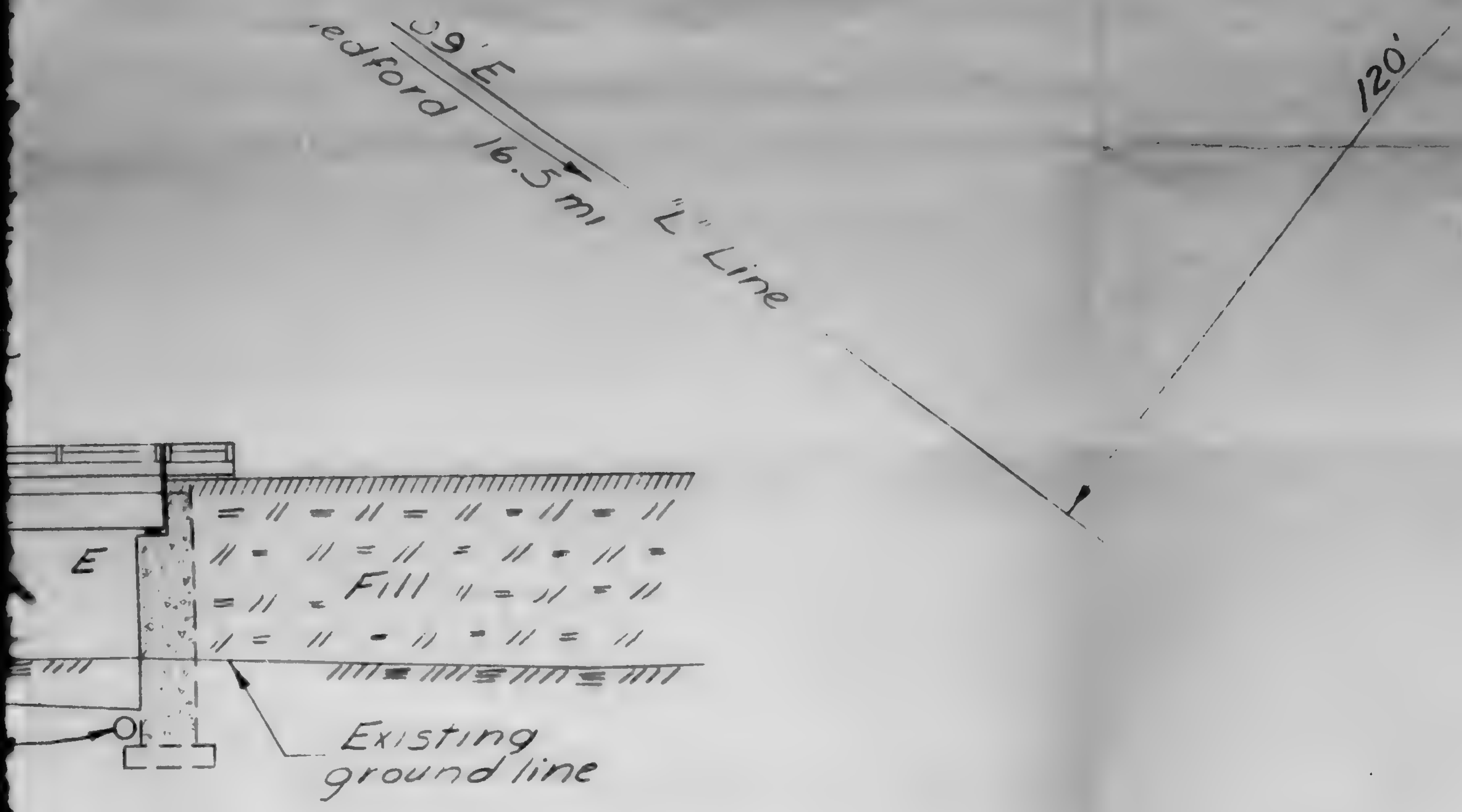


VICINITY MAP
SCALE 1" = 400'


19'-0"
15'-0"
1½"
10½"
1'-0"
7'-6"
7'-6"
1'-0"
10½"
1½"
1'-10"
1'-6"
1'-10"
1½"
1'-2"
1"
Ballast
1" Asphalt planks over 3 ply membrane on ends
3 ply membrane waterproofing with sand mastic protection
(7"×9"×8' ties)
4" Transite conduit for utilities

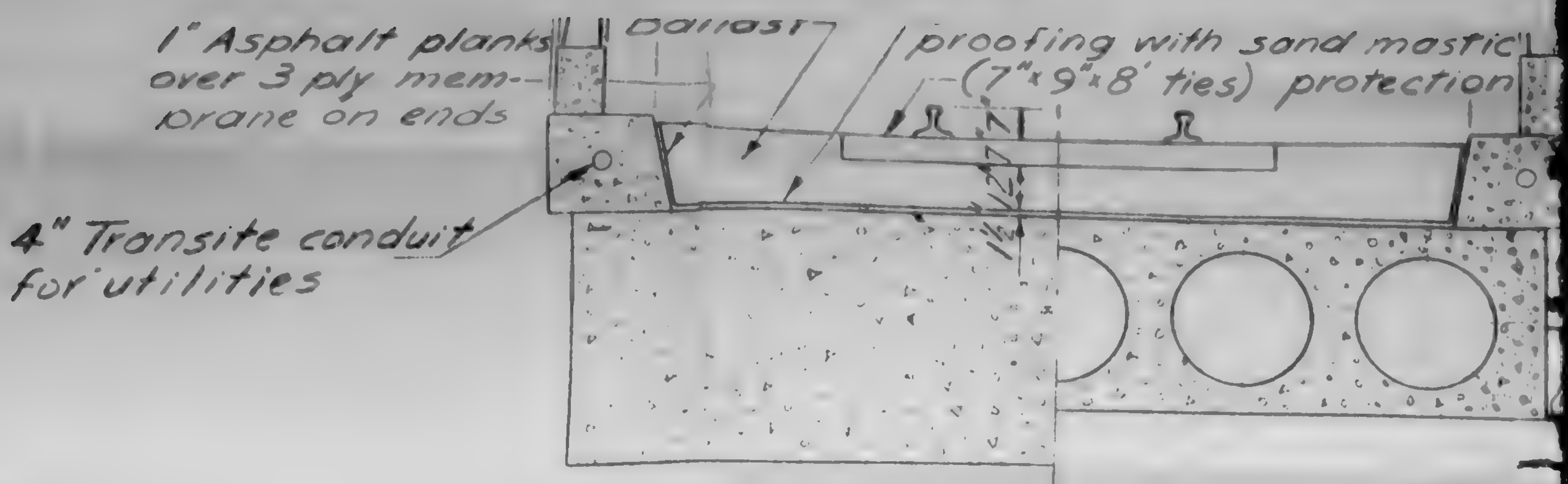

R.R. R/W Line


ol Line
PLAN
Fill
E
F
E
16'6" min cl
Drain Tile
Drain Tile
ELEVATION
SCALE 1"=20'-0"
NOTE:
No founda
Rock fou
spread foot



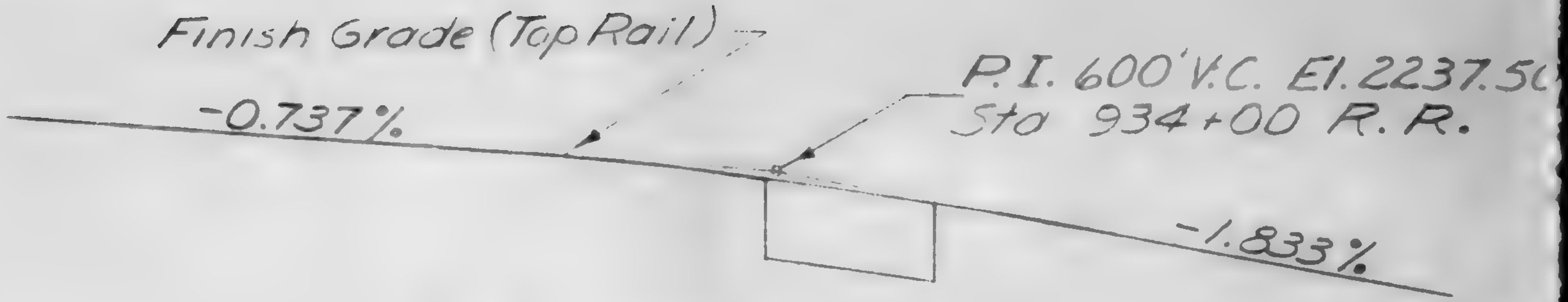
oundation data at this time.
foundation suitable for
footings is anticipated.

NOTE:
Structure designed for
All material & workma
to specifications of
Highway Commissio
modified by the A

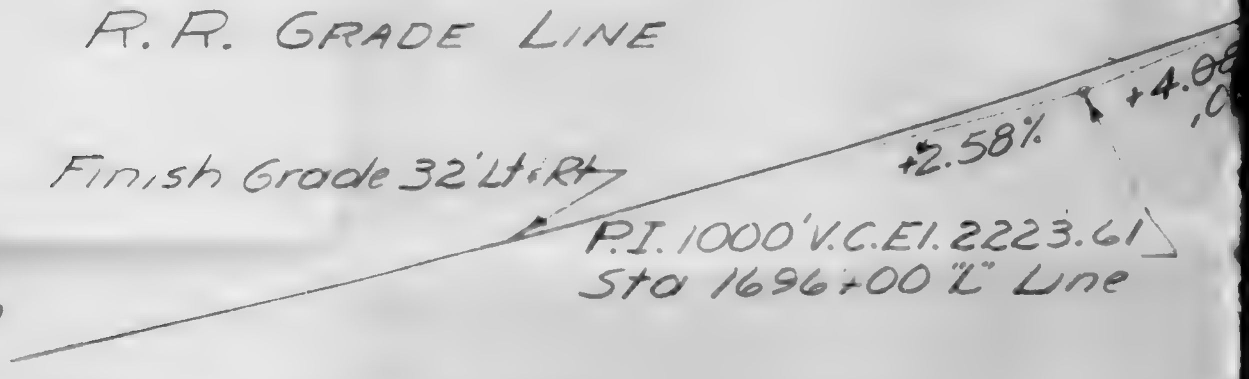

1" Asphalt planks over 3 ply mem-brane on ends
ballast
proofing with sand mastic
(7"x9"x8' ties) protection
4" Transite conduit for utilities
CENTER ABUTMENT
CENTER OF SPAN

CENTER ABUTMENT | CENTER OF SPAN

TYPICAL SECTION
SCALE ¼"=1'-0"



R.R. GRADE LINE



"L" LINE GRADE LINE
No Scale

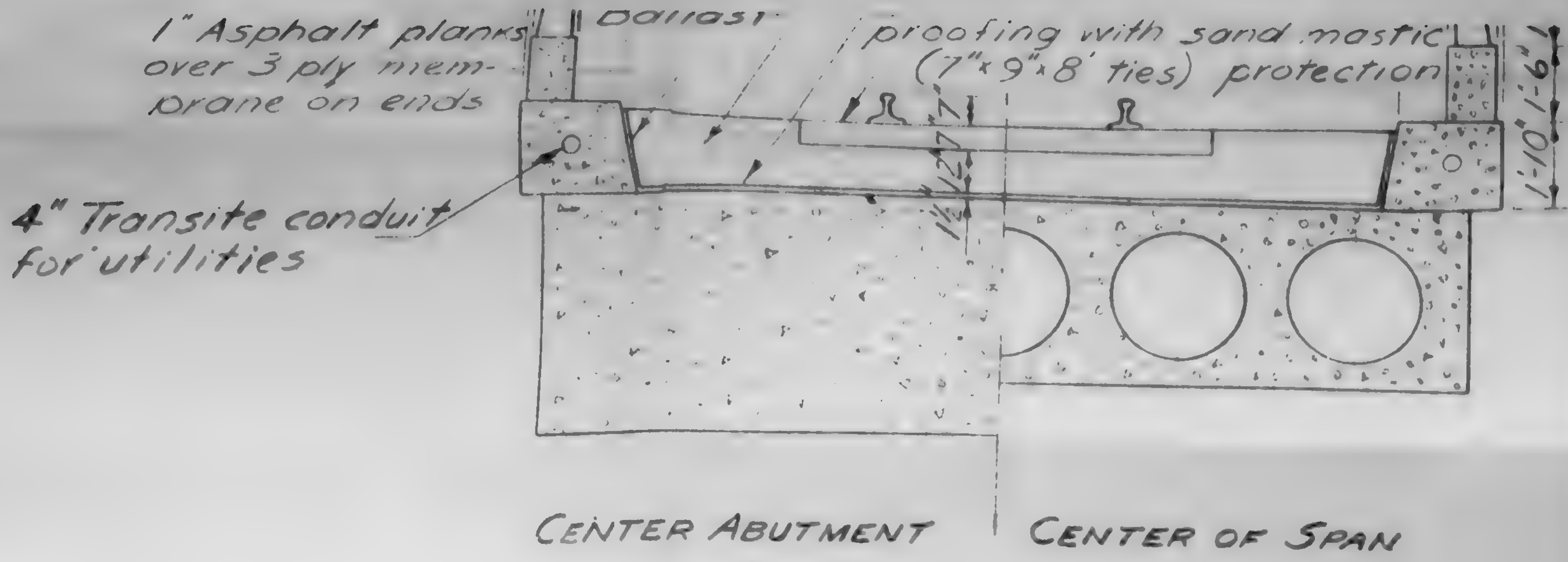
d for Coopers E72 loading.
rkmanship shall conform
ns of the Oregon State
nission except as
he AREA specifications.

Exhibit "B"

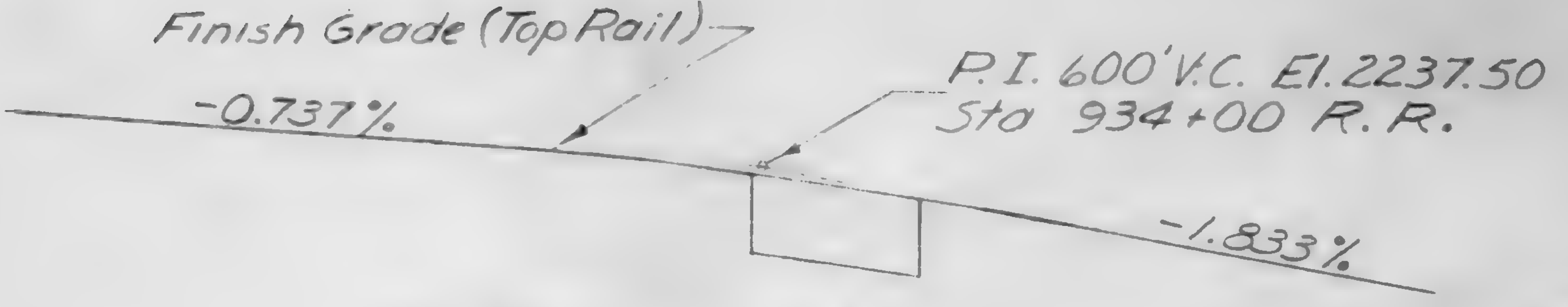
Revised 9-27-60

APPROVED:	**OREGON STATE HIGHWAY DEPARTMENT** **BRIDGE DIVISION**
BRIDGE ENGINEER	MISTLETOE UNDERCROSSING OF THE S.P.R.R. PACIFIC HIGHWAY SEVEN OAKS—ASHLAND SECTION JACKSON COUNTY
ASS'T. STATE HIGHWAY ENGINEER	PLAN & ELEVATION
STATE HIGHWAY ENGINEER	DATE MAY 10, 1960 BRIDGE NO. 8748 — SHEET ..... OF .....
DESIGNED ..... CHECKED	ACCOMPANIED BY DWGS .....
DRAWN J.M.T. CALC. BOOK	DRAWING NO. .....

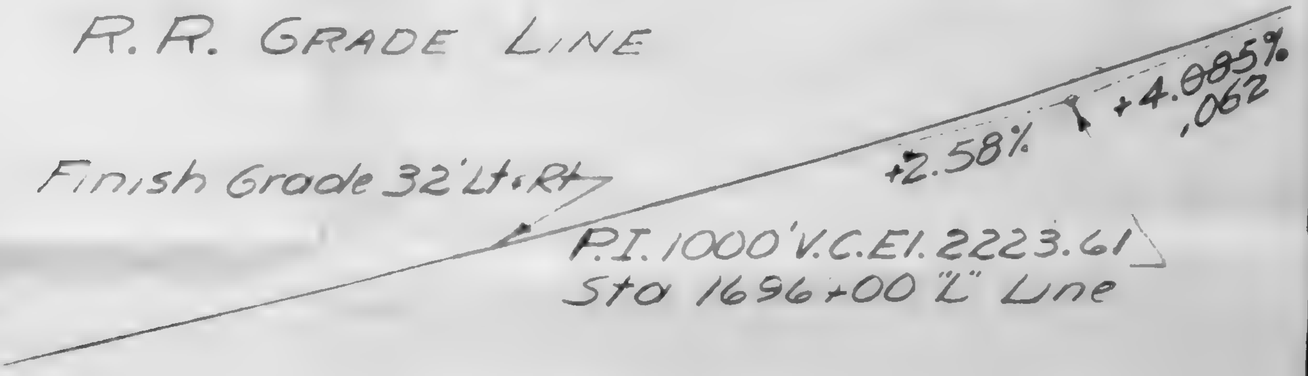
PRELIM DWG NO. 8748


1" Asphalt planks over 3 ply membrane on ends
ballast
proofing with sand mastic (7"×9"×8' ties) protection
1'-10"
1'-6"
4" Transite conduit for utilities
CENTER ABUTMENT
CENTER OF SPAN

TYPICAL SECTION
SCALE 1/4"=1'-0"



R. R. GRADE LINE



oopers E 72 loading.
ship shall conform
the Oregon State
n except as
EA specifications.

"L" LINE GRADE LINE
No Scale

Exhibit "B"

Revised 9-27-60

APPROVED: BRIDGE ENGINEER ASS'T. STATE HIGHWAY ENGINEER STATE HIGHWAY ENGINEER	OREGON STATE HIGHWAY DEPARTMENT BRIDGE DIVISION MISTLETOE UNDERCROSSING OF THE S.P.R.R. PACIFIC HIGHWAY SEVEN OAKS—ASHLAND SECTION JACKSON COUNTY PLAN & ELEVATION
DESIGNED .... CHECKED	DATE MAY 10, 1960 BRIDGE NO. 8748
DRAWN J.M.T. CALC. BOOK	ACCOMPANIED BY DWGS. .... SHEET .... OF .... DRAWING NO. ....

PRELIM DWG NO. 8748-B

RECEIVED
JAN 26 1961
FORM E-30 50M 2-60 26118
FOR FILING
[illegible]

[illegible]

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1961

SUBJECT: Pux 410 - R/W File 31205
Mistletoe U-Xing
Jackson County
Southern Pacific Co. Agreement

To: Mr. G. S. Paxson

Herewith I return to you, for correction, duplicate copies of proposed agreement with Southern Pacific Company relative to exchange of lands on the above-titled project. Through inadvertence the instrument was approved as to form by Mr. Rohde and myself and forwarded to Mr. Query for execution by the Commission. It now has been recalled from him.

Paragraph 4 on page 2 of the instrument obligates the Commission to convey the new railroad right of way by warranty deed. It is not the practice of the Commission to execute warranty deeds, and the paragraph should be corrected by deleting the words "warranty deed, subject to the approval of Railroad," and inserting in lieu thereof "bargain and sale deed merchantable title to".

Paragraph 5 of the instrument merely obligates Southern Pacific Company to convey all of its rights, title and interest in and to the existing right of way. A title report from Commonwealth Title Insurance Co. shows that of August 30, 1960, Southern Pacific Company owned an estate in fee simple in the present right of way. A copy of this report is attached hereto. There appears to be no reason for Southern Pacific Company giving a lesser form of conveyance or lesser interest in the present right of way that is to be conveyed by the Highway Commission to the new railroad right of way. Therefore, paragraph 5 of the instrument should be corrected by deleting the words "all of its right, title and interest in and" and insert in lieu thereof "by bargain and sale deed merchantable title".

Exhibit "B" covering supplementary specifications regarding Relations with Railroad Company has been attached to this instrument as requested in H. M. Williamson's letter addressed to you under date of December 23, 1960, railroad file 912512/323, O-SH-59-25.

It appears that a new right of way for the highway and for the railroad will have to be acquired by condemnation proceedings under file R/W 31204, as an offer for condemnation was sent out recently. If title has to be acquired under the condemnation proceedings, I do not know just how soon we will be in a position to convey merchantable title to the new railroad right of way.

JW. DeSouza
J. W. DeSOUZA

JWD:ks
attach.

COMMONWEALTH TITLE INSURANCE CO.
Title Insurance and Escrows

731 S. W. STARK STREET
PORTLAND 5, OREGON
PHONE CApitol 6-2744

ISSUED BY
SOUTHERN OREGON TITLE CO.
MEDFORD, OREGON
PHONE: SPring 2-5221

RECEIVED
SEP 6 1960
LEGAL DEPT.

Copy to Holb
9-7-60

Oregon State Highway Commission
Salem, Oregon

Attn: James R. Kuhn

PRELIMINARY REPORT FOR

STANDARD COVERAGE POLICY $

A T A STANDARD LOAN POLICY $

Your File # 31205

We are prepared to issue title insurance in the form and amount shown above insuring the title to the land hereinafter described:

(SEE ATTACHED DESCRIPTION)

as of August 30 , 1960 at 5:00 P. M., vested in

SOUTHERN PACIFIC COMPANY,
a Delaware Corporation, an
estate in fee simple;

subject to the usual printed stipulations and exceptions appearing in such form policy and also the following:

1. 1960-61 Taxes are a lien against the property, but not yet payable.
   NOTE: Taxes are not paid locally.

2. Reservations and Restrictions in Volume 13, Page 735, Deed Records of Jackson County, Oregon. (Construct four crossings provide irrigation ditches under Railroad, Right of Way for irrigation ditches and construct fences.)

3. Mortgage, including the terms and provisions thereof, executed by Southern Pacific Company, a Delaware Corportion, to National Bank of Commerce in New York, dated March 1, 1927, recorded June 24, 1927, in Jackson County Mortgage Book 77, Page 415, given to secure payment of a note for $100,000,000.00, together with interest thereon, plus supplemental indentures.

COMMONWEALTH TITLE INSURANCE COMPANY

By: William J. Peek, Authorized Examiner

WJP/jq

ORDER NO. 42304

This Report is preliminary to the issuance of a policy of title insurance and shall become null and void unless a policy [illegible] within 90 days from the date of this report.

DESCRIPTION SHEET

See page 1 for vesting and encumbrances, if any.

Description of the tract of land which is the subject of this report:

A parcel of land lying in the Thomas Smith D.L.C. #55, in Government Lot 4 of Section 24 and in the North Half of the Northeast Quarter of Section 25, Township 39 South, Range 1 East, of the Willamette Meridian, Jackson County, Oregon; the said parcel being that portion of the Southern Pacific Company right of way situated in said subdivisions lying Southwesterly of a line which is parallel to and 50 feet Southwesterly of the center line of the relocated main track, which center line is described as follows:

Beginning at Engineer's center line Station RR 2 922-85.7, which Station equals Station RR 922+85.7 on the existing main track center line of said railroad, said Station being 1111.29 feet South and 1880.96 feet East of the most Southerly Southwest corner of said D.L.C.#55; thence North 12°44'30" West, 174.10 feet; thence on a spiral curve left (the long chord of which bears North 14+52'30" West) 160 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 37°41'45" West) 463.85 feet; thence on a spiral curve left (the long chord of which bears North 60°31' West) 160 feet; thence North 62°39' West, 450.27 feet; thence on a spiral curve right (the long chord of which bears North 61°49' West) 100 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears North 42°50'30" West) 692.33 feet; thence on a spiral curve right (the long chord of which bears North 23°52' West) 100 feet; thence North 23°02' West 131.16 feet to Station RR 2 947-17.41 Back equals RR 946+57.2 Ahead on the existing main track center line of said Railroad which Station is 618.77 feet North and 339.99 feet East of said Southwest corner of D.L.C. #55.

RECEIVED
JAN 26 1961
FOR

FORM E-30 50M 2-60 26119

I+5-1(31),2

.5929

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1961

To: Mr. Floyd Query

SUBJECT: Pux 410 - R/W File 31205
Mistletoe U-Xing - Jackson County
S. P. Company Agreement

Herewith I hand you for execution by the State Highway Commission preliminary agreement with Southern Pacific Company, covering exchange of lands on the Mistletoe Undercrossing project on the new location of the Federal Interstate Highway south of Ashland. In view of the fact that the agreement does not effect a present transfer of title to any lands, it will not be necessary that it be acknowledged by the Highway Commission.

After execution by the Commission, please return both copies direct to me for further handling.

J.W. DeSouza
J. W. DeSOUZA

JWD:ks
attach.

cc: G. S. Paxson

RECEIVED
[illegible] 1961
OFFICE OF
[illegible] ENGINEER

RECEIVED
JAN - 3 1961
FOR FILING
I-5-1(31)12

5929

Salem, Oregon
December 29, 1960

Mr. J. W. DeSousa

Mistletoe Undercrossing
Seven Oaks-Ashland Section
Jackson County

The State proposes to construct a section of Interstate No. 5 from Seven Oaks to a point south of Ashland. The northern section, from Seven Oaks to Jackson Street in Medford, is now under contract. The southern end of the over-all section necessitates the undercrossing of the tracks of the Southern Pacific Company, and in order to get a suitable site for an undercrossing, a relocation of the Southern Pacific Company's tracks for a distance of approximately 2,450 feet is necessary. Agreement has been reached with the Southern Pacific Company covering the exchange of properties for this railroad relocation.

The proposed undercrossing is shown on Oregon State Highway Drawing 8B-16-16, copies of which are attached. The location is on the section line between Sections 24 and 25, Township 39 South, Range 1 East, and is at Railroad Station 934+68.47 and Highway Station 1691+05.85. The angle between the centerlines of highway and railroad is 37° 30'. The relocated railroad will be on an ascending grade from the north of 1.833 per cent and a descending grade from the south of 0.737 per cent. The highway will be on an ascending grade of 2.58 per cent proceeding toward the south.

This is an interstate highway, and it is not practicable or advisable to cross the railroad tracks at grade. The plan and elevation of the proposed structure are shown on Oregon State Highway Department Drawing 8748-B. The structure carrying the railroad track will be a reinforced concrete viaduct having two spans each 72' 10" in length. It is designed for Cooper's E-72 loading and will provide horizontal clearance between guardrails of 17' 0". A cross-section of the structure is shown on the above-cited drawing. The structure will cross over the divided 4-lane highway. The two lanes in each direction consist of 24 feet of paved surface, with a 10-foot shoulder on the right and an 8-foot shoulder on the left. There will be a pier in the median which decreases the clearance on the left to 6 feet from the edge of the paved surface.

Things to be done by the State at its own expense:

Prepare plans and specifications, which are to be approved by the Railroad Company, and award a contract and supervise the construction of the relocated railroad grade and drainage structures.

Prepare plans and specifications, subject to Railroad approval, for the structure carrying the railroad over the highway and let a contract and supervise its construction. At the completion of the contract, maintain the highway and all highway facilities passing under the structure. For a period of five years following the routing of railroad traffic over the revised railroad location, the State will bear any extraordinary maintenance costs incurred by the Railroad over and above normal maintenance costs which would have occurred had the railroad been left in its present position.

Reimburse the Railroad Company for expenses incurred in doing those things listed hereinafter as "things to be done by the Railroad", all such reimbursement to be limited to that permissible under PPM 30-3.

Things to be done by the Railroad:

After State has completed the railroad grade and structure, the Railroad is to furnish and place ballast and install tracks, signal lines and other railroad facilities comparable to those now in place on the existing railroad line.

Railroad to furnish and install fencing along its new right of way. After railroad traffic is routed over the relocated line, the Railroad is to salvage the existing track and other railroad facilities, including signal lines, and credit State with salvage value in accordance with federal regulations. Railroad will also provide any watchman and flagging service necessary to safeguard its operations.

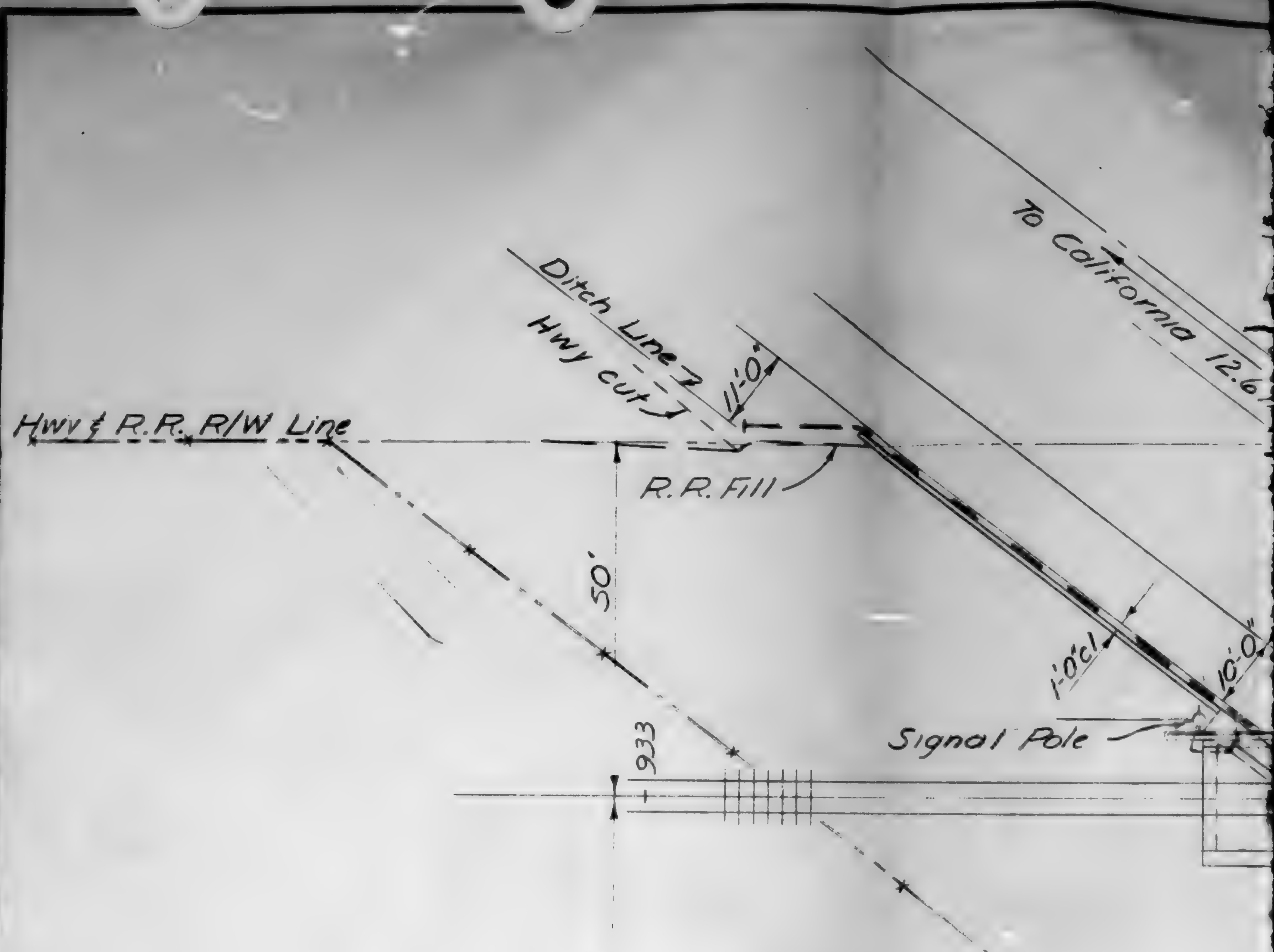
It is proposed to build the new railroad grade and structure a considerable time prior to the actual routing of railroad traffic over the new line in order that the embankment may have time to consolidate before the track is placed. It is anticipated that this period of time should be at least one year.

It would be appreciated if you would make the usual application to the P.U.C. for permit.

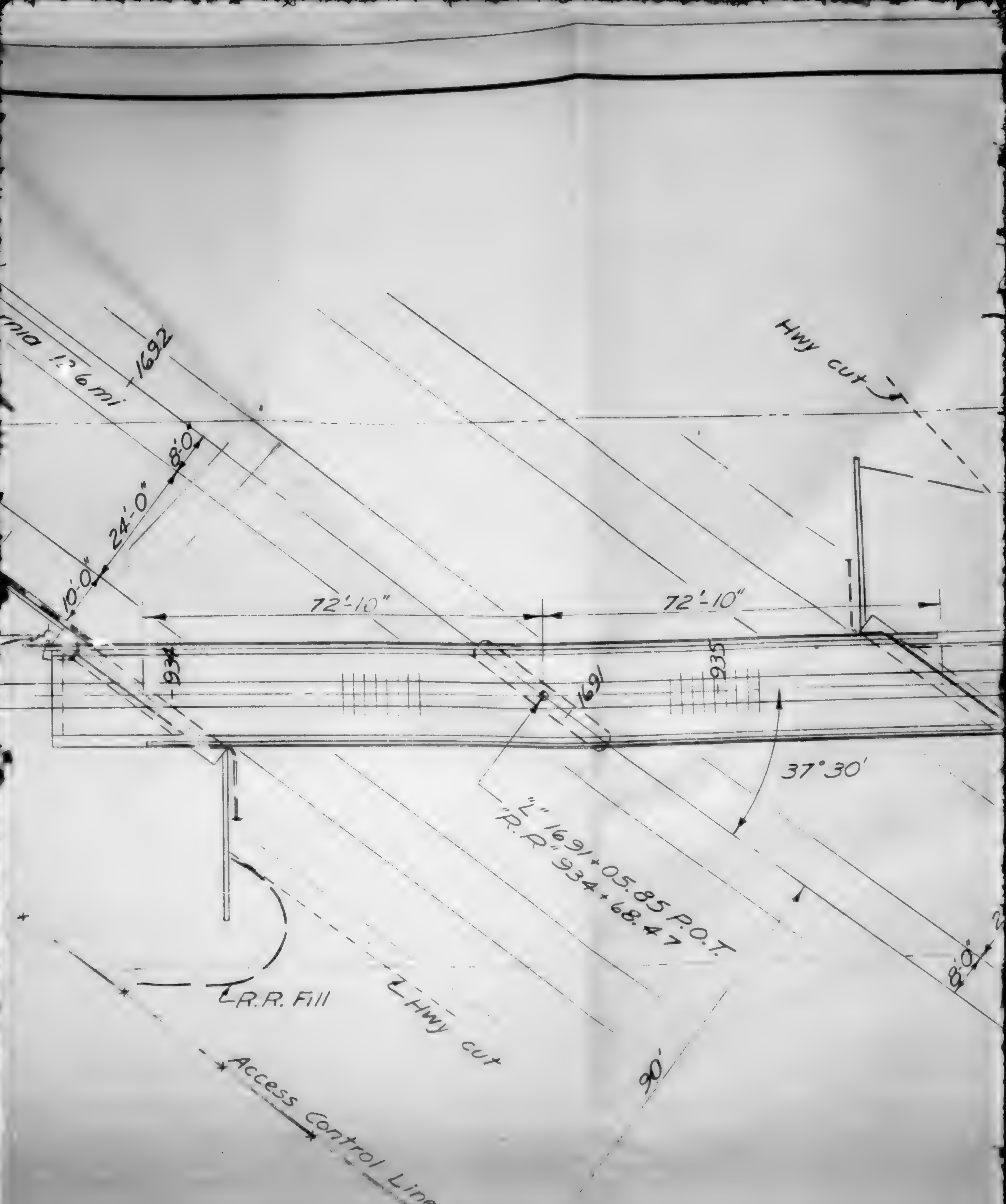
G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

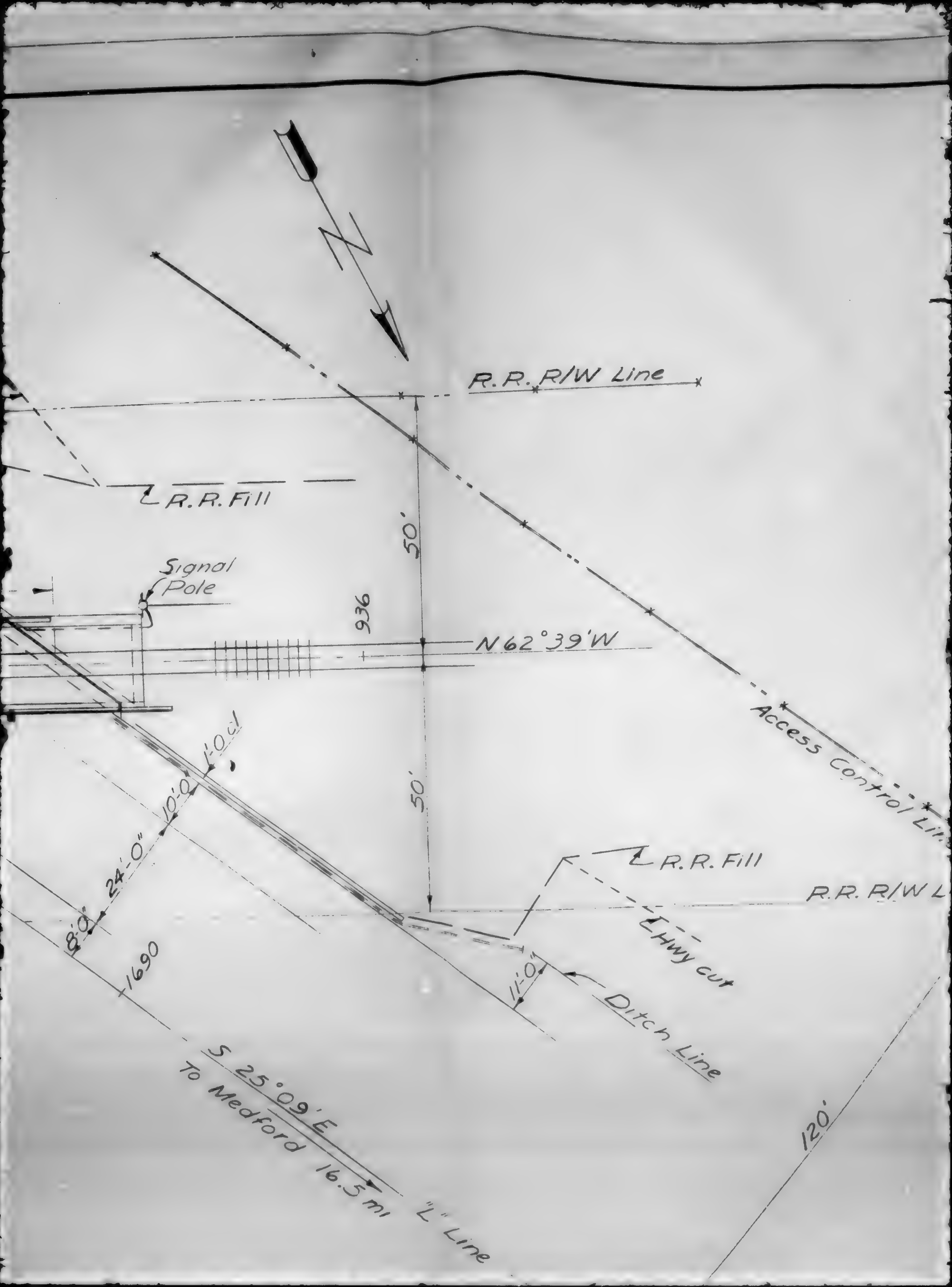


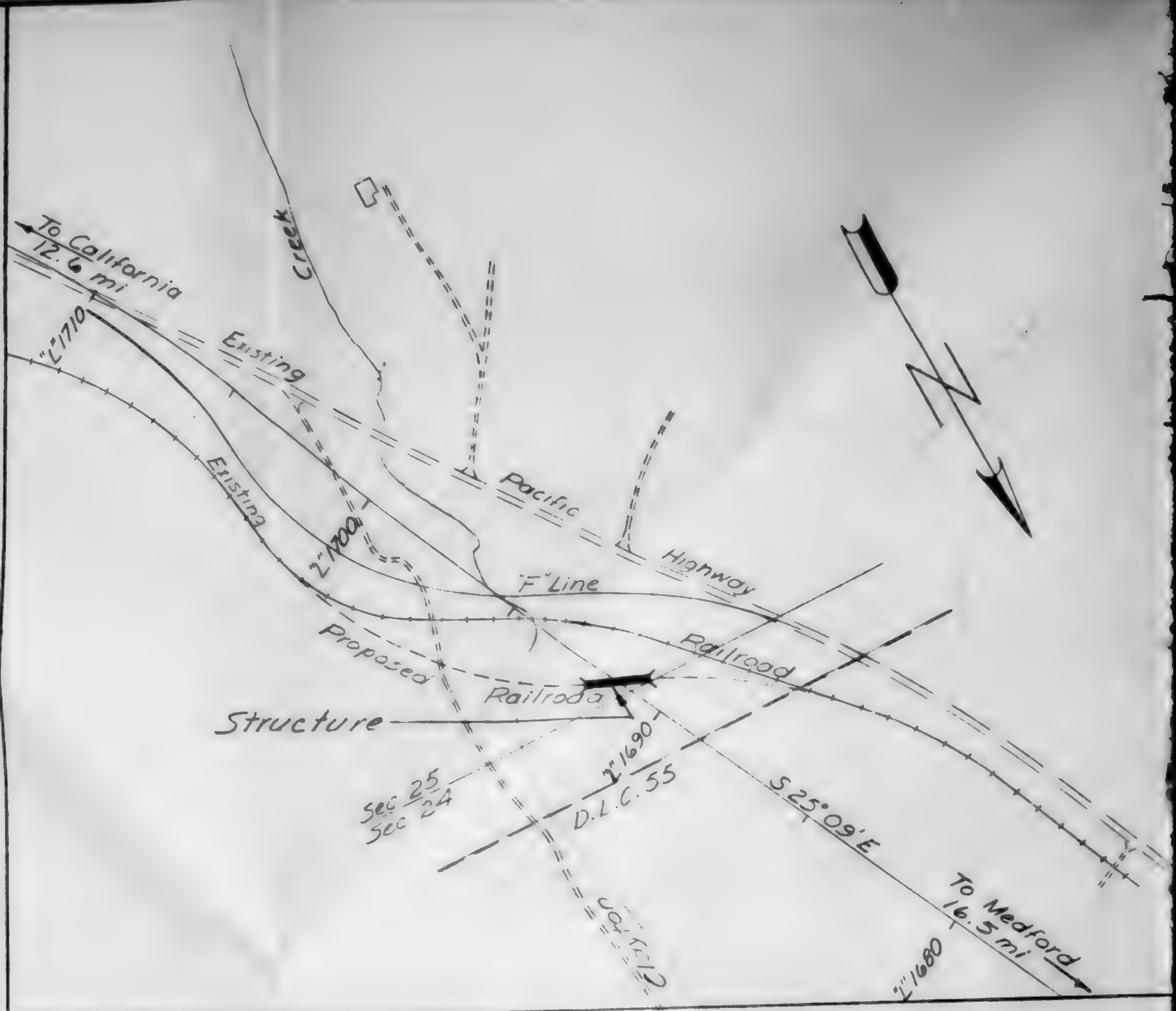
To California 12.6
Ditch Line
Hwy cut
11'-0"
Hwy & R.R. R/W Line
R.R. Fill
50'
1'-0"cl
10'-0"
Signal Pole
933
100'
R.R. R/W Line



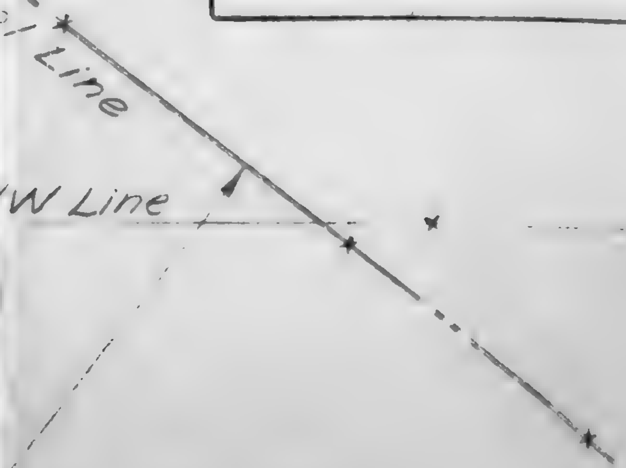
rnia 13.6 mi
1692
8'-0"
24'-0"
10'-0"
72'-10"
72'-10"
934
935
1691
Hwy cut
37°30'
"L" 1691+05.85 P.O.T.
"R.R." 934+68.47
8'-0"
℄ R.R. Fill
℄ Hwy cut
Access Control Line
90'
ne

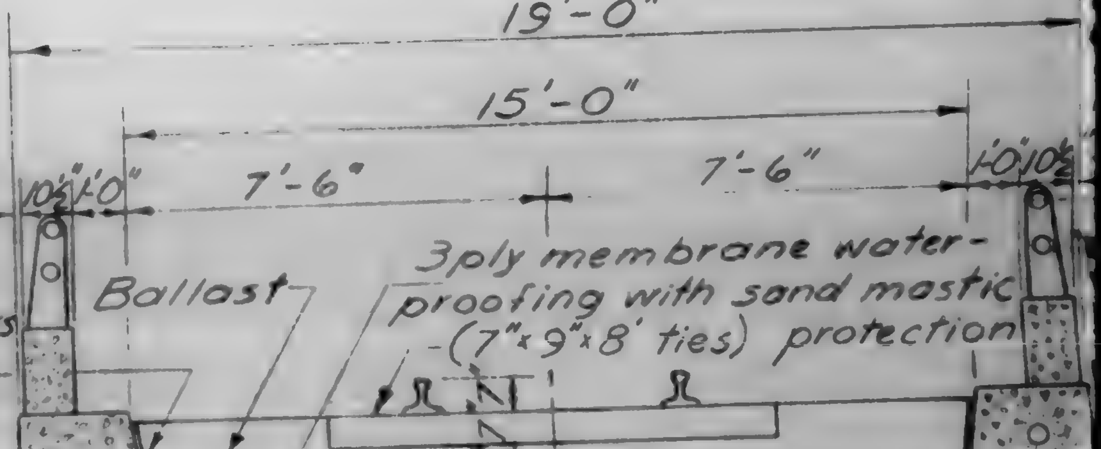
PLAN

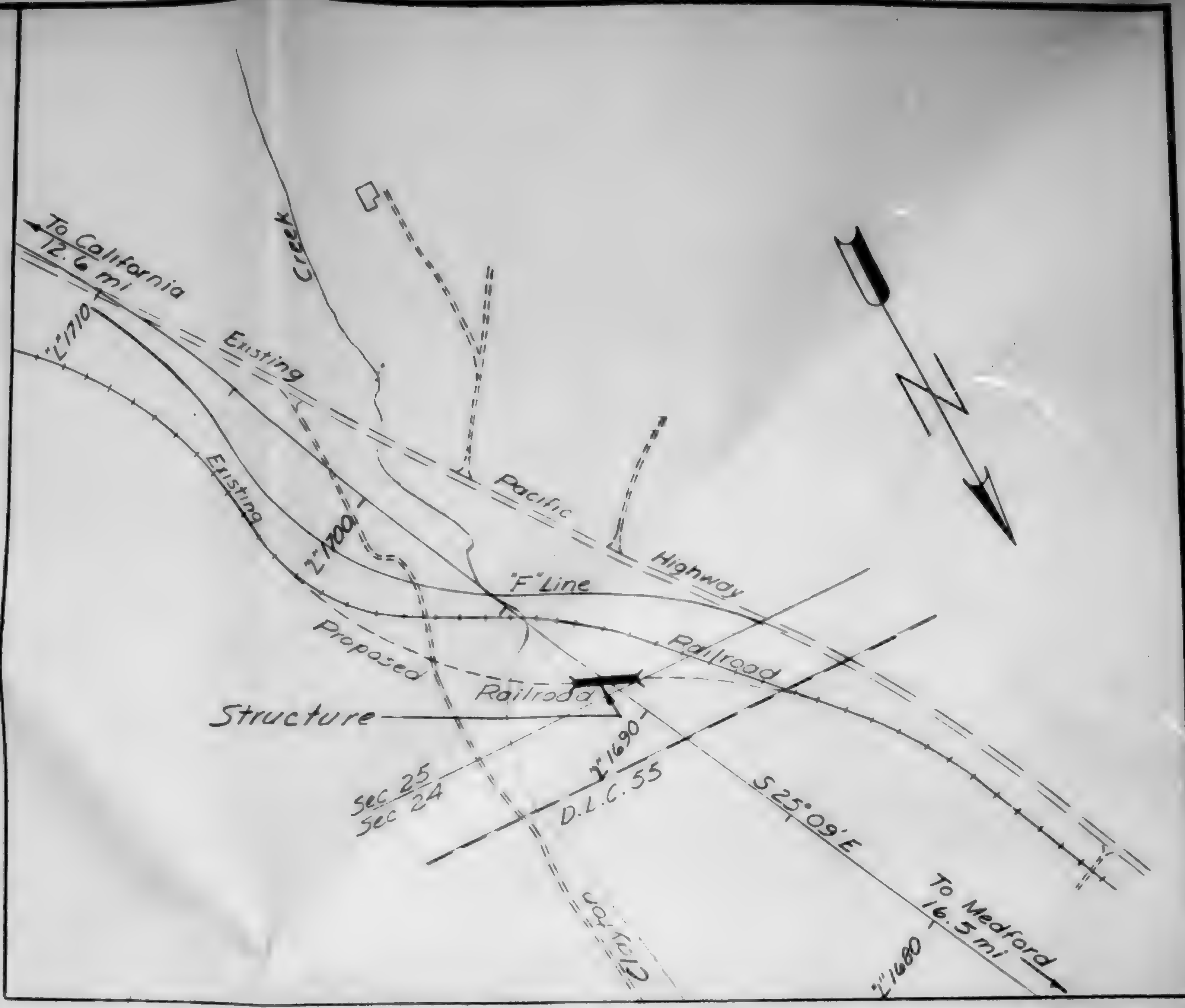

N
R.R. R/W Line
℄ R.R. Fill
50'
Signal Pole
936
N 62°39'W
Access Control Lin
50'
1'-0"
10'-0"
24'-0"
8'-0"
℄ R.R. Fill
R.R. R/W L
℄ Hwy cut
11'-0"
Ditch Line
1690
S 25°09'E
To Medford 16.5 mi
"L" Line
120'



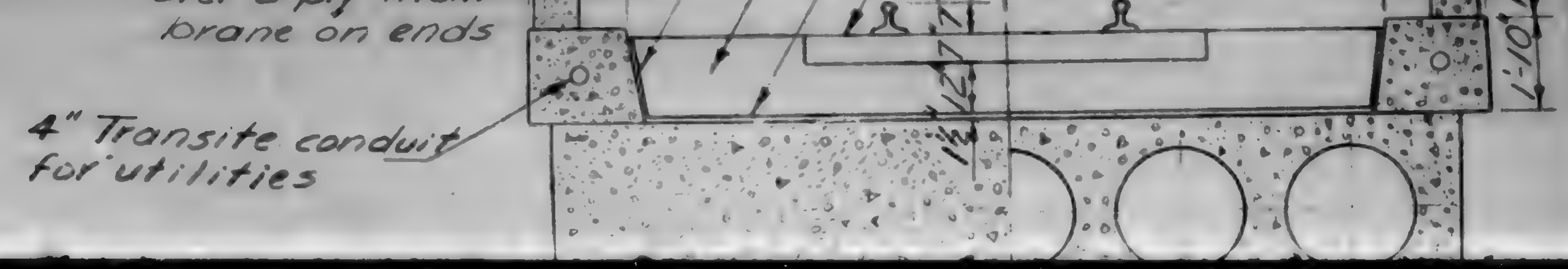
VICINITY MAP
SCALE 1" = 400'

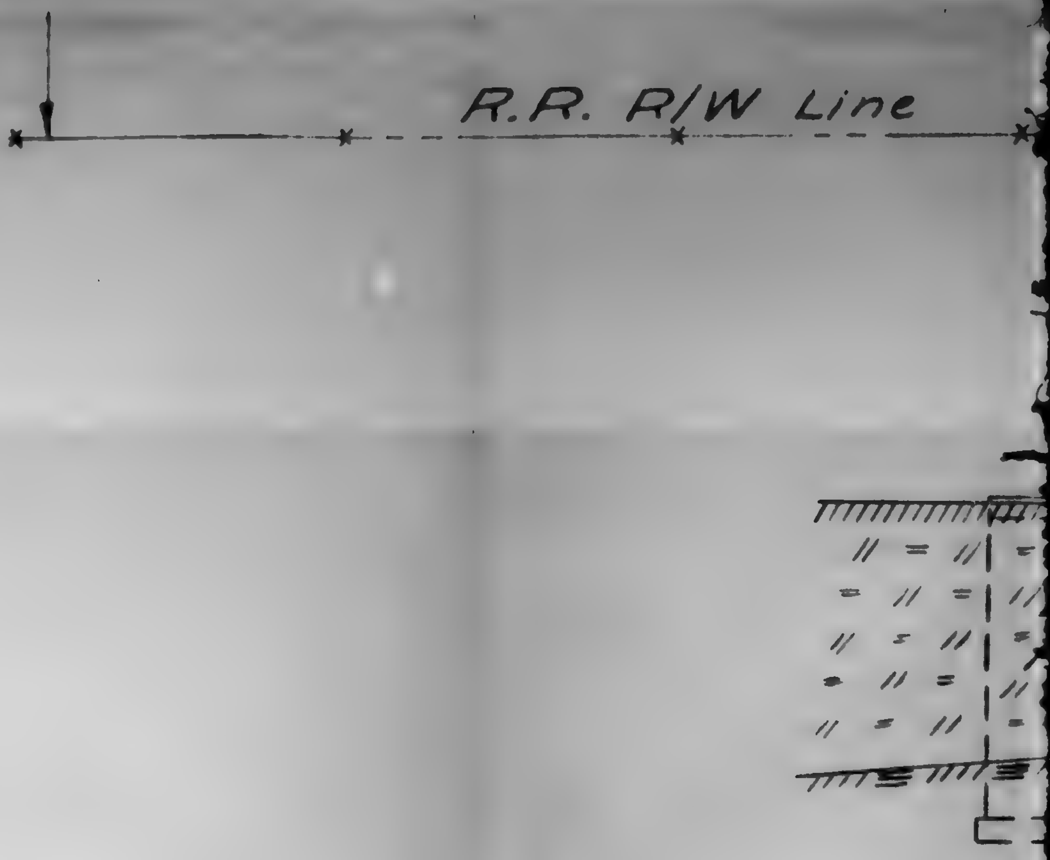



19'-0"
15'-0"
1½"
10½"
1'-0"
7'-6"
7'-6"
1'-0"
10½"
Ballast
3 ply membrane water-proofing with sand mastic protection
(7"x9"x8' ties)
1" Asphalt planks over 3 ply mem-brane on ends
4" Transite conduit for utilities
1½

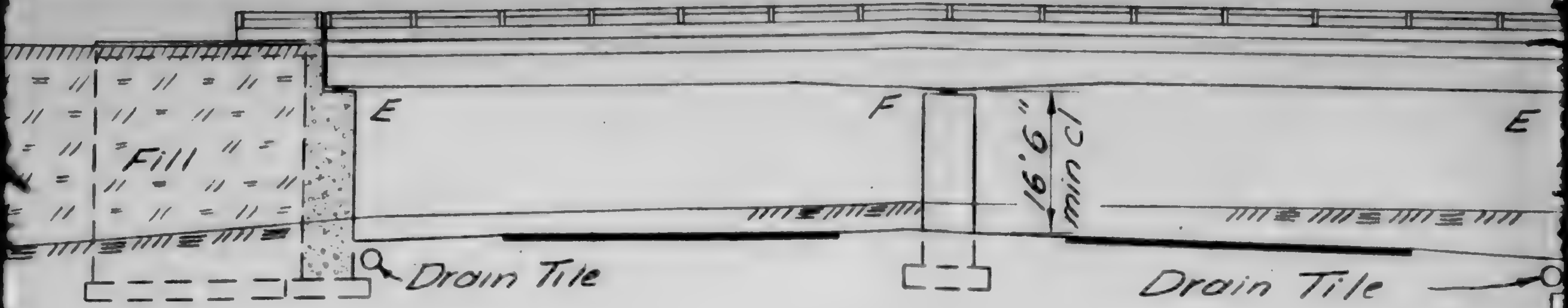


VICINITY MAP
SCALE 1" = 400'


19'-0"
15'-0"
1½"
10½
1'-0
7'-6"
7'-6"
1'-0
10½
1½"
1'-10
1'-6
1'-10
1" Asphalt planks over 3 ply membrane on ends
Ballast
3 ply membrane waterproofing with sand mastic protection
(7"×9"×8' ties)
4" Transite conduit for utilities
1½
1'-2

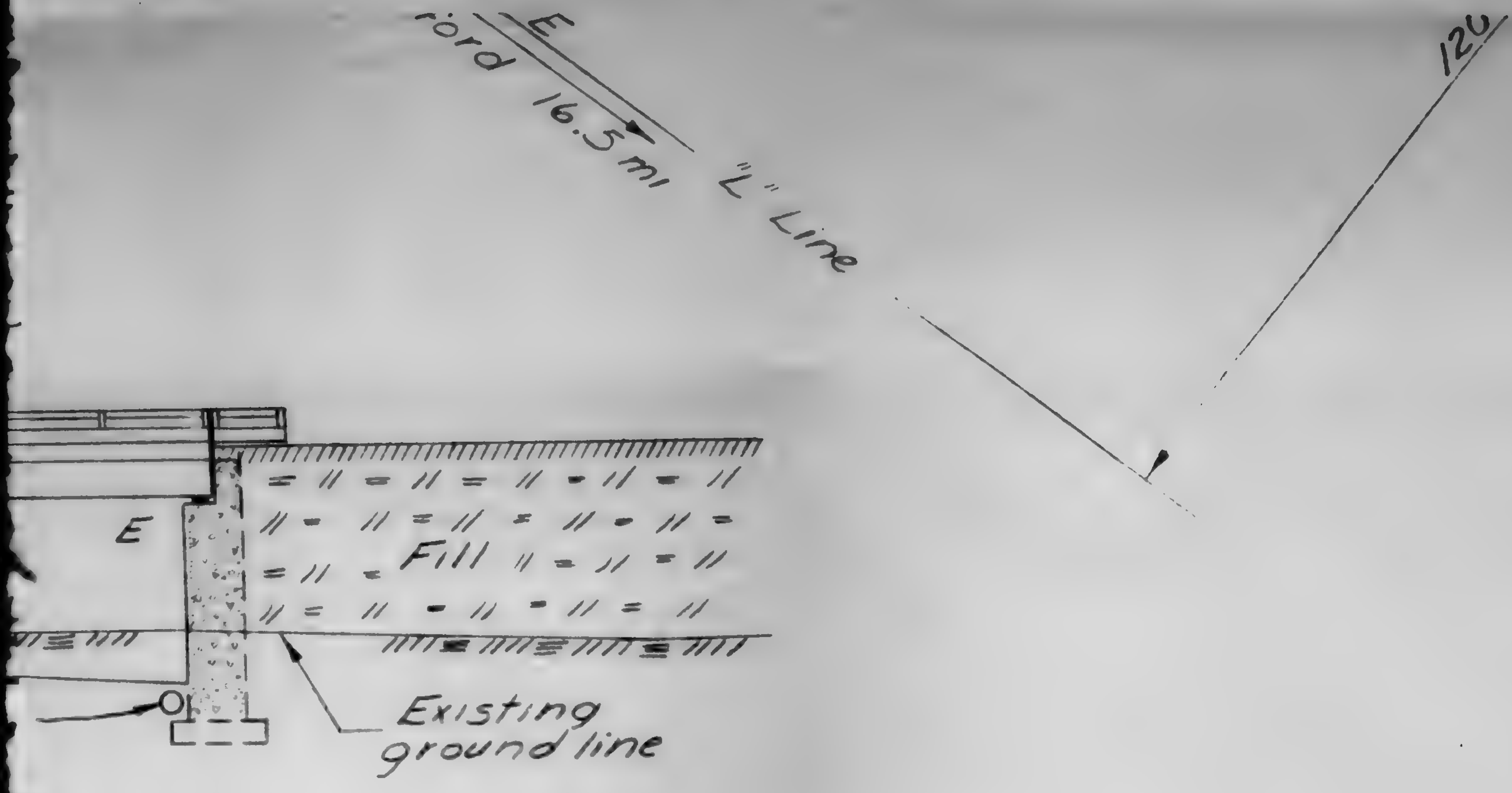

R.R. R/W Line

PLAN



ELEVATION
SCALE 1"=20'-0"

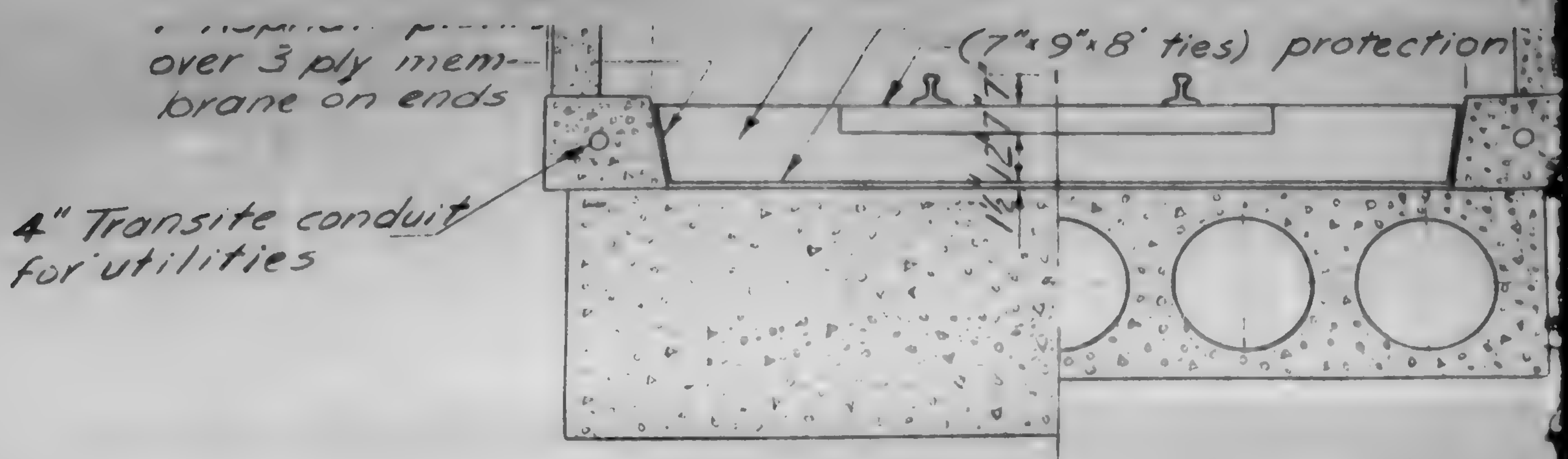
NOTE:
No founda
Rock fou
spread footi



:

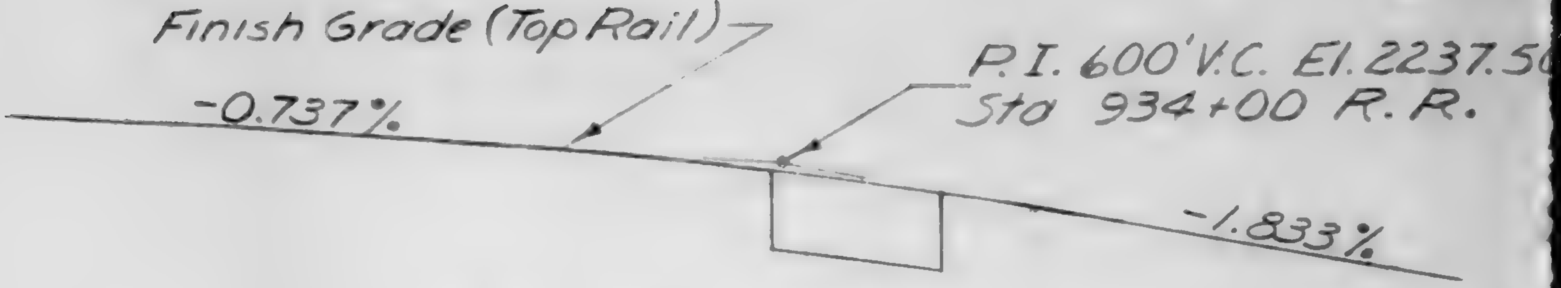
foundation data at this time.
k foundation suitable for
d footings is anticipated.

NOTE:
Structure designed fo
All material & workm
to specifications o
Highway Commissi
modified by the

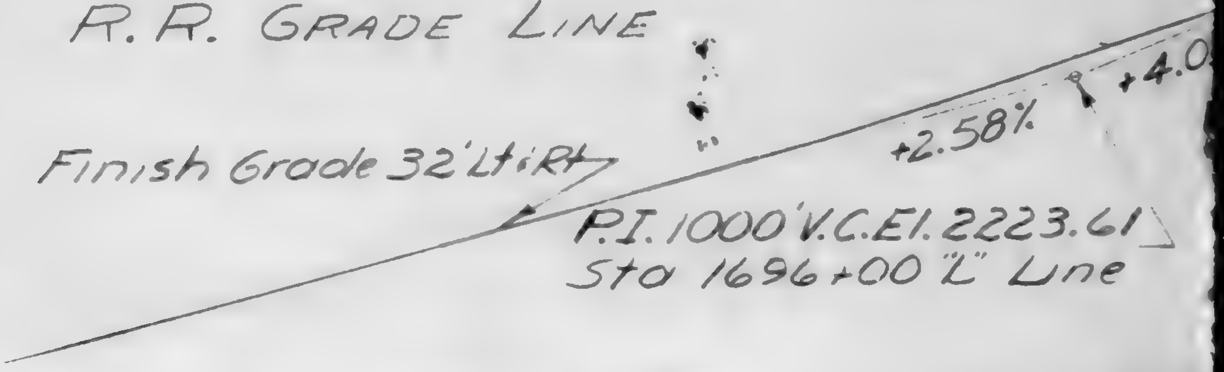

over 3 ply membrane on ends
(7"x 9"x 8' ties) protection
4" Transite conduit for utilities
Center Abutment
Center of Span

TYPICAL SECTION

SCALE ¼"=1'-0"



R.R. GRADE LINE



"L" LINE GRADE LINE
No. Scale

ed for Coopers E 72 loading.
orkmanship shall conform
ons of the Oregon State
mission except as
the AREA specifications.

Revised 9-27-60

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

MISTLETOE UNDERCROSSING
OF THE S.P.R.R.
PACIFIC HIGHWAY
SEVEN OAKS—ASHLAND SECTION
JACKSON COUNTY

PLAN & ELEVATION

APPROVED:

BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED

CHECKED

DRAWN J.M.T.

CALC. BOOK

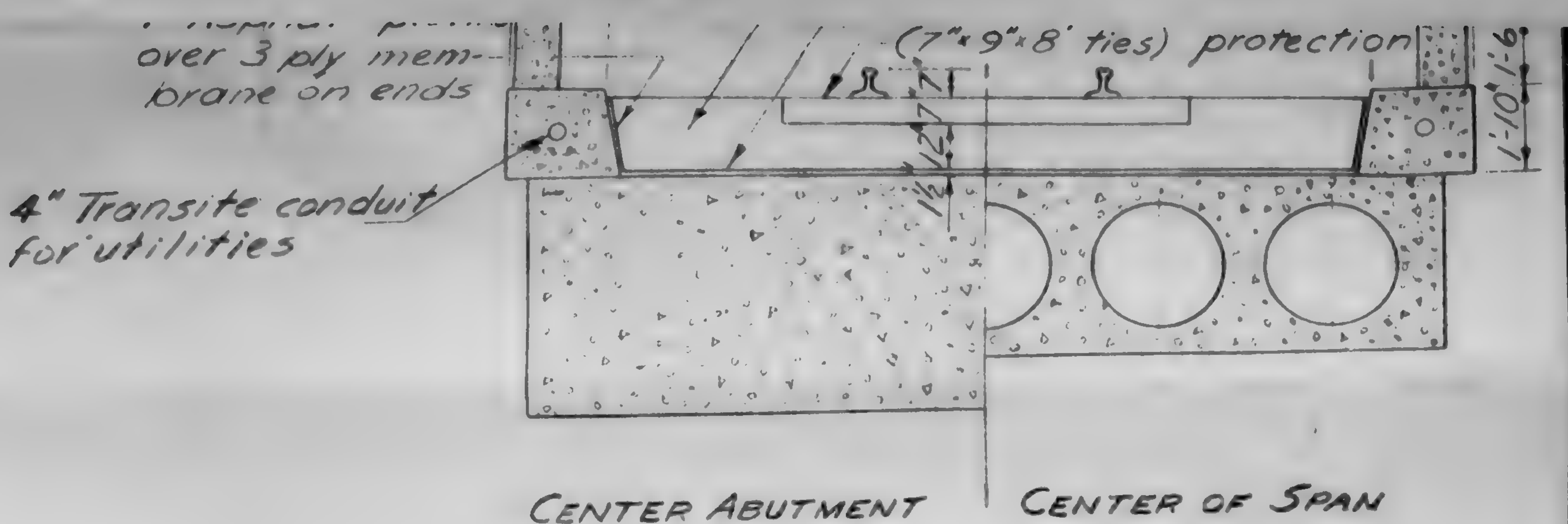
DATE MAY 10, 1960 BRIDGE NO. 8748

SHEET .... OF ....

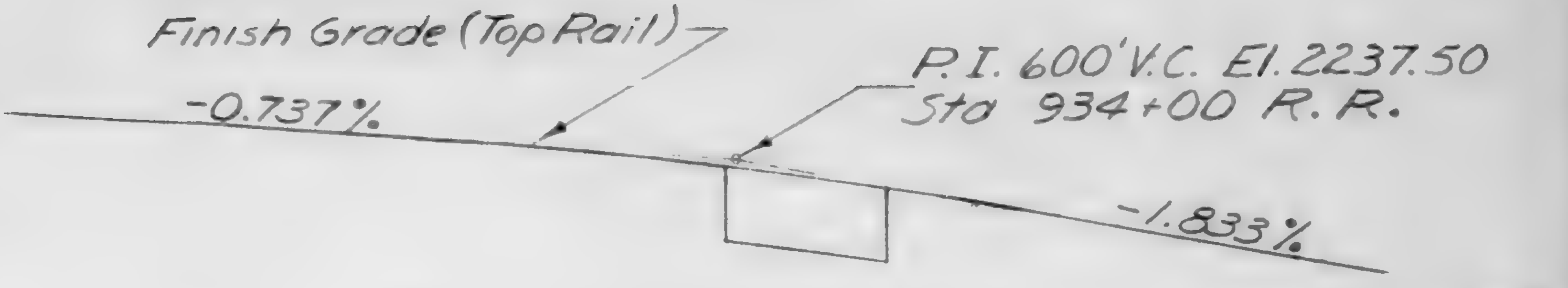
ACCOMPANIED BY DWGS.

DRAWING NO.

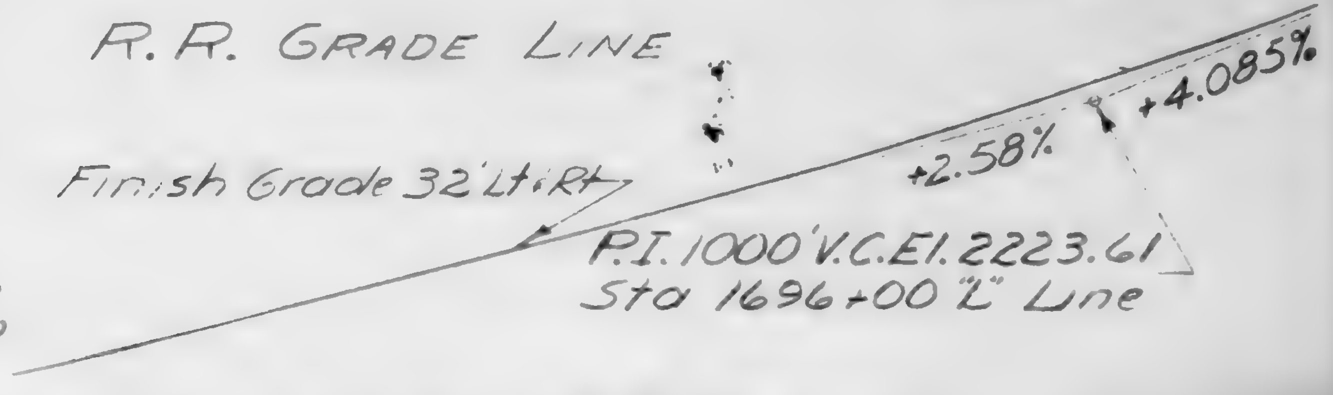
PRELIM DWG NO. 874


over 3 ply membrane on ends
(7"x9"x8' ties) protection
4" Transite conduit for utilities
1'-10"
1'-6"
1½"
7"
CENTER ABUTMENT
CENTER OF SPAN

TYPICAL SECTION
SCALE ¼"=1'-0"



R.R. GRADE LINE



"L" LINE GRADE LINE
No Scale

oopers E 72 loading.
ship shall conform
he Oregon State
except as
EA specifications.

Revised 9-27-60

PPROVED:

RIDGE ENGINEER

SS'T. STATE HIGHWAY ENGINEER

TATE HIGHWAY ENGINEER

ESIGNED

RAWN J.M.T.

CHECKED

CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

MISTLETOE UNDERCROSSING
OF THE S.P.R.R.
PACIFIC HIGHWAY
SEVEN OAKS—ASHLAND SECTION
JACKSON COUNTY

PLAN & ELEVATION

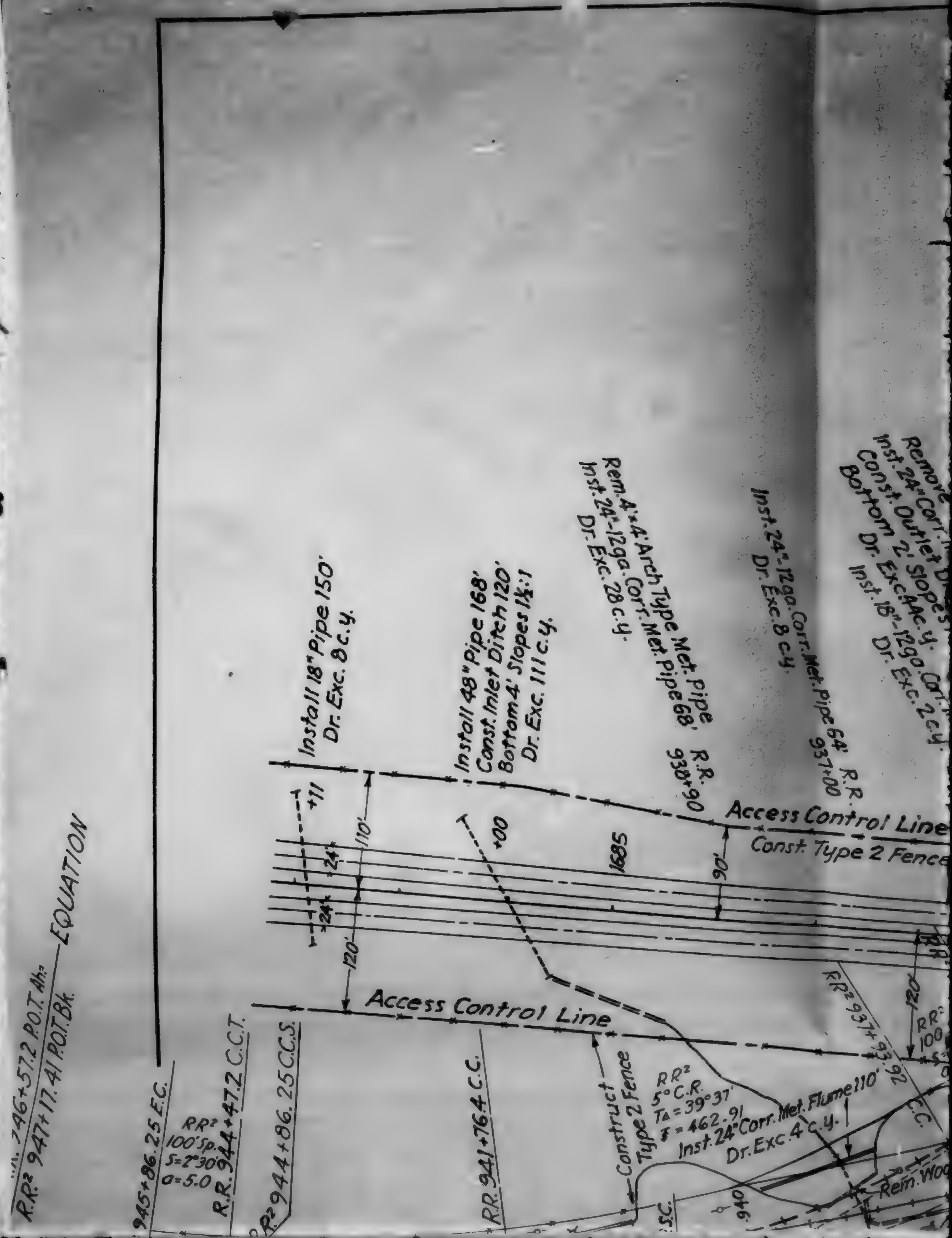
DATE MAY 10, 1960 BRIDGE NO. 8748

ACCOMPANIED BY DWGS.

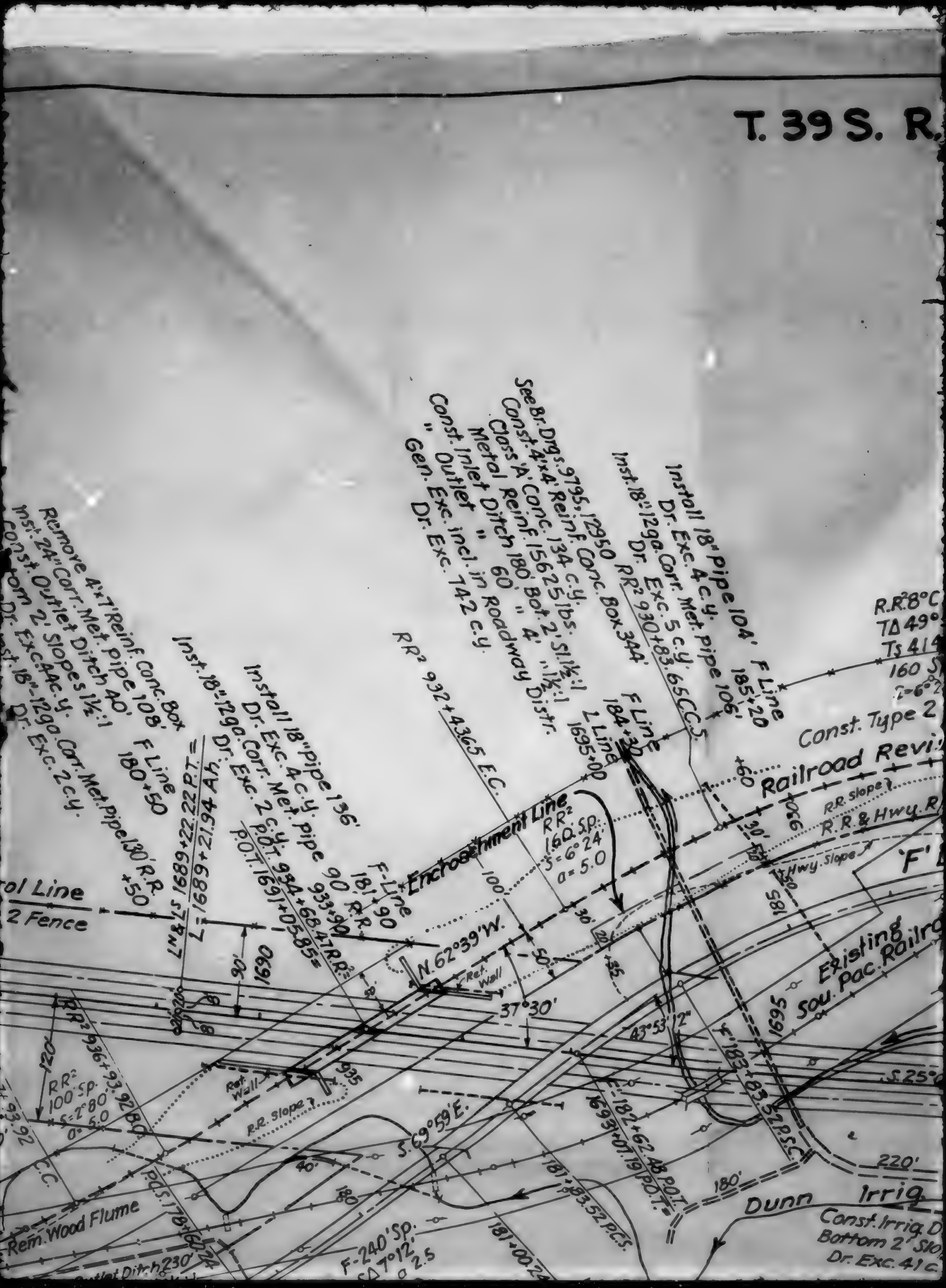
SHEET OF

DRAWING NO.

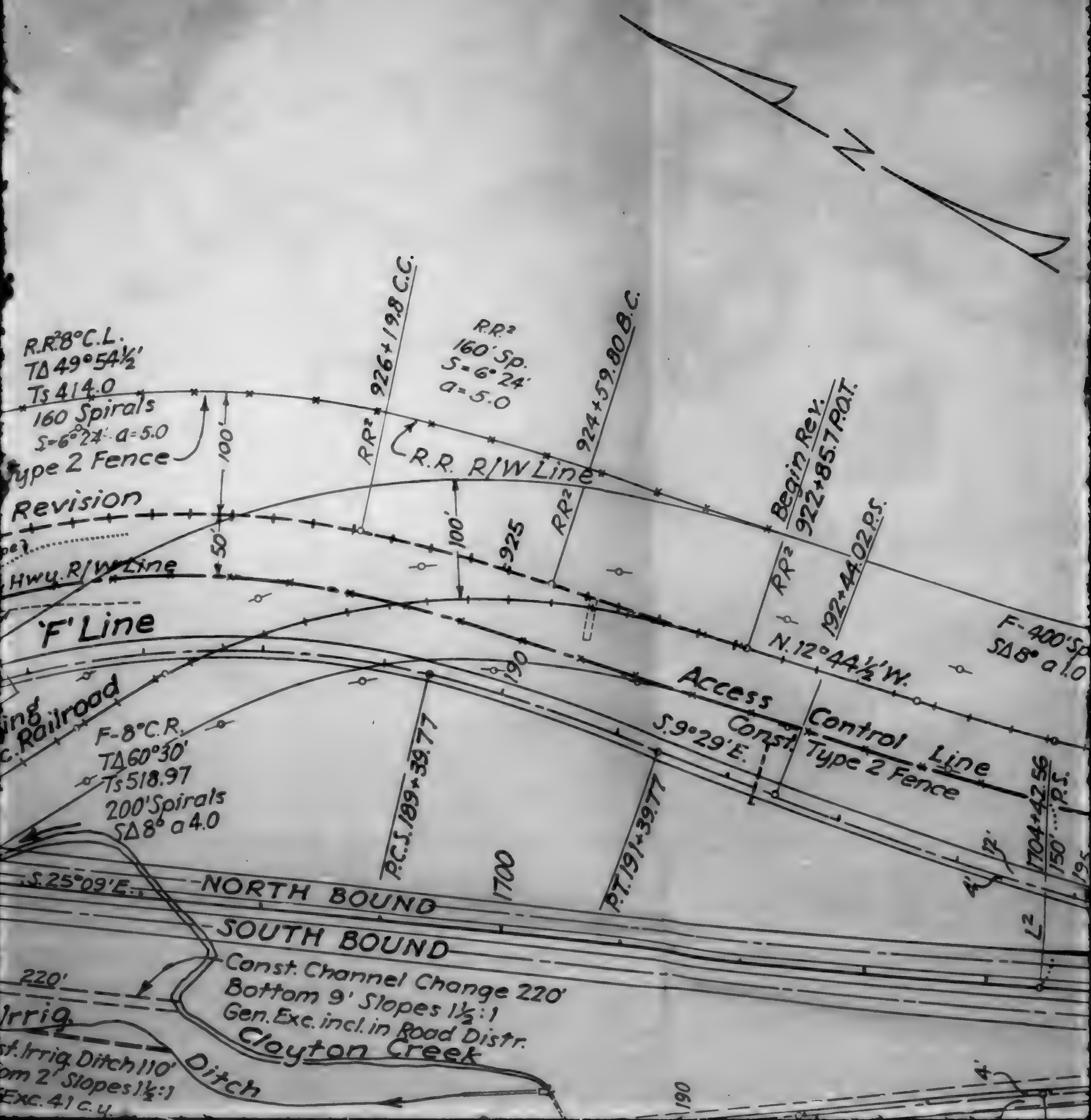
PRELIM DWG NO. 8748-B



Remove
Inst. 24" Corr.
Const. Outlet
Bottom 2' Slopes
Dr. Exc. AA c.y.
Inst. 18"-12ga. Corr.
Dr. Exc. 2 c.y.
Inst. 24"-12ga. Corr. Met. Pipe 64'
Dr. Exc. 8 c.y.
R.R. 937+00
Rem. 4'x4' Arch Type Met. Pipe
Inst. 24"-12ga. Corr. Met. Pipe 68'
Dr. Exc. 28 c.y.
R.R. 938+90
Install 48" Pipe 168'
Const. Inlet Ditch 120'
Bottom 4' Slopes 1½:1
Dr. Exc. 111 c.y.
Install 18" Pipe 150'
Dr. Exc. 8 c.y.
+11
+00
110'
24'
24'
120'
90'
1885
Access Control Line
Const. Type 2 Fence
Access Control Line
Construct Type 2 Fence
120'
RR²
100
R.R.
RR² 937+93.92
C.C.
RR²
5° C.R.
TΔ = 39°37'
T = 462.91
Inst. 24" Corr. Met. Flume 110'
Dr. Exc. 4 c.y.
Rem. Woo
940
S.C.
R.R. 941+76.4 C.C.
R² 944+86.25 C.C.S.
R.R. 944+47.2 C.C.T.
RR²
100' Sp.
S=2°30'
a=5.0
945+86.25 E.C.
R.R.² 947+17.41 P.O.T. Bk.
…746+57.2 P.O.T. Ah.=
EQUATION

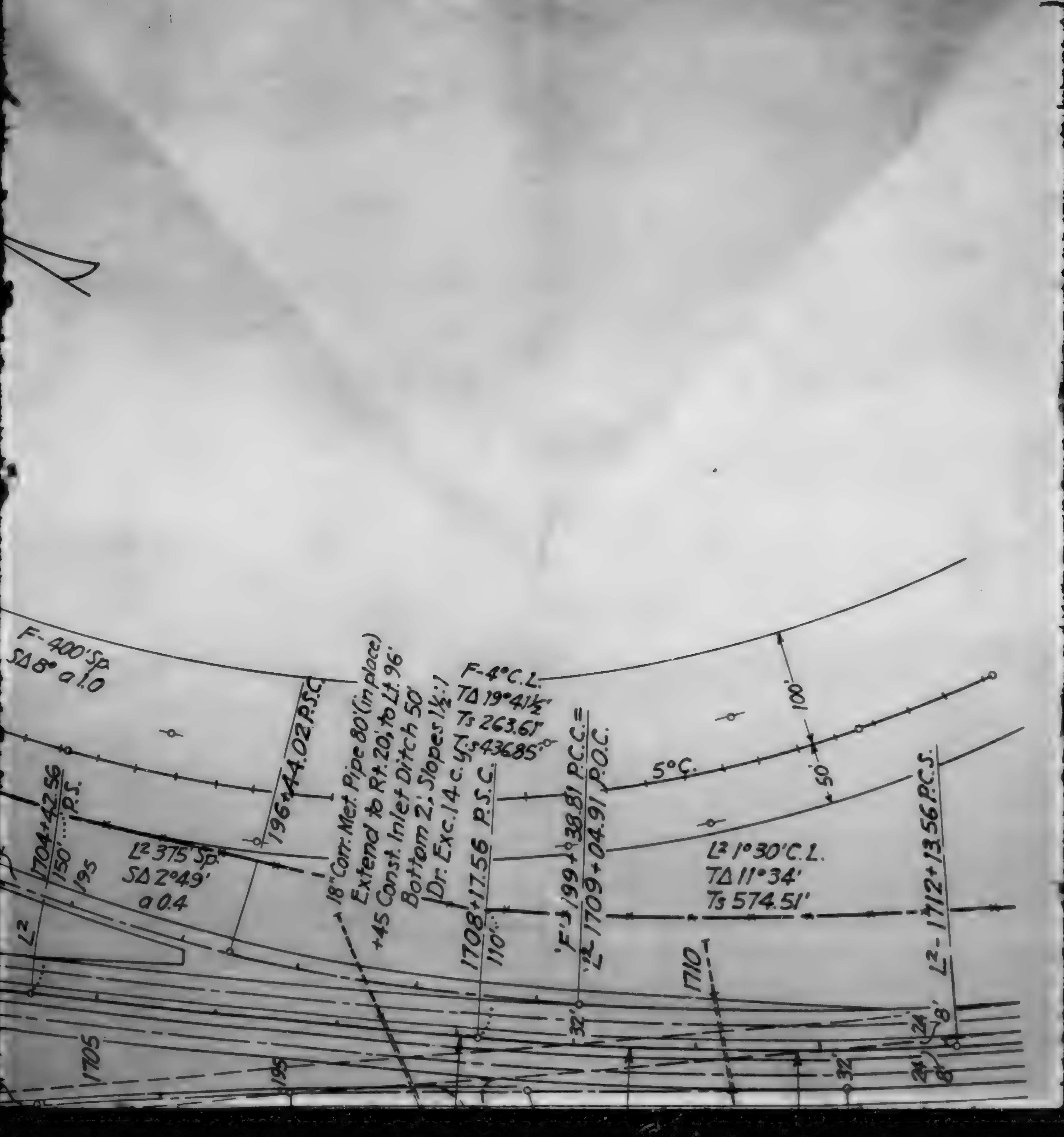

T. 39 S. R.
See Br. Drgs. 9795, 12950
Const. 4'x4' Reinf. Conc. Box 344'
Class 'A' Conc. 134 c.y.
Metal Reinf. 15625 lbs.
Const. Inlet Ditch 180' Bot. 2' Sl. 1½:1
" Outlet " 60' " 4' " 1½:1
Gen. Exc. incl. in Roadway Distr.
Dr. Exc. 742 c.y.
Install 18" Pipe 104' F Line 185+20
Dr. Exc. 4 c.y.
Inst. 18"-12ga. Corr. Met. Pipe 106'
Dr. Exc. 5 c.y.
RR² 930+83.65 C.C.S.
F Line 184+30
L Line 1695+00
RR² 932+43.65 E.C.
Remove 4'x7' Reinf. Conc. Box
Inst. 24" Corr. Met. Pipe 108' F Line 180+50
Inst. Outlet Ditch 40'
Bottom 2' Slopes 1½:1
Dr. Exc. 44 c.y.
Inst. 18"-12ga. Corr. Met. Pipe 130' R.R. +50
Dr. Exc. 2 c.y.
L^N & L^S 1689+22.22 P.T. =
L 1689+21.94 Ah.
Install 18" Pipe 136'
Dr. Exc. 4 c.y.
Inst. 18"-12ga. Corr. Met. Pipe 90' R.R. 933+90
Dr. Exc. 2 c.y.
P.O.T. 934+68.47 R.R.² =
P.O.T. 1691+05.85 =
F-Line 181+90
R.R.² 8°C
TΔ 49°
Ts 414
160 Sp.
Const. Type 2
Railroad Revi
R.R. Slope
R.R. & Hwy. R
Hwy. Slope
'F'
Encroachment Line
RR²
160 Sp.
S=6°24'
a=5.0
100'
30'
+60
1090
30'
20'
50'
185
ol Line
2 Fence
N. 62°39' W.
Ret. Wall
50'
35
1690
90'
8'
37°30'
43°53'12"
F 183+83.52 P.S.C.
1695
Existing
Sou. Pac. Railro
S.25°
RR²
100' Sp.
S=2°80'
a=5.0
120'
RR² 936+93.92 B.C.
+93.92
C.C.
935
Ret. Wall
R.R. Slope
S. 69°59' E.
F 182+62.48 P.O.T.
1693+07.19 P.O.T. =
181+83.52 P.C.S.
40'
180
220'
180'
Dunn Irrig.
Const. Irrig. D
Bottom 2' Slo
Dr. Exc. 41 c
Rem. Wood Flume
P.C.S. 178+60.24
Outlet Ditch 230'
F-240' Sp.
SΔ 7°12'
a 2.5
181+00.24

S. R. 2 E., W.M.

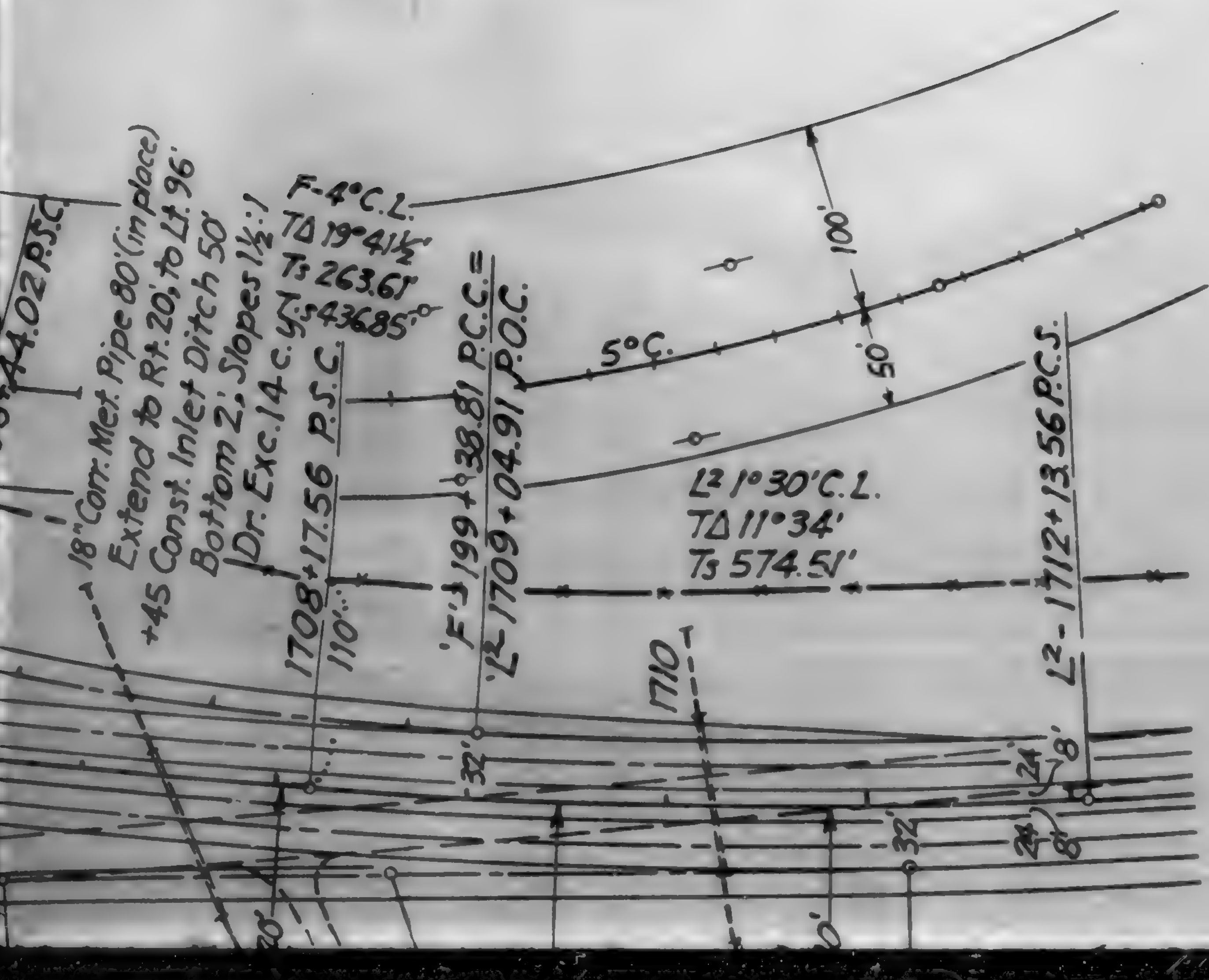

N
R.R.²8°C.L.
TΔ 49°54½'
Ts 414.0
160 Spirals
S=6°24' a=5.0
Type 2 Fence
100'
926+19.8 C.C.
R.R.²
160' Sp.
S=6°24'
a=5.0
RR²
R.R. R/W Line
924+59.80 B.C.
RR²
Begin Rev.
922+85.7 P.O.T.
RR²
192+44.02 P.S.
Revision
50'
100'
925
Hwy. R/W Line
'F' Line
F-400'Sp
SΔ8° a 1.0
N. 12°44½'W.
Access
Control
Line
Const.
Type 2 Fence
S.9°29'E.
190
Railroad
F-8°C.R.
TΔ60°30'
Ts 518.97
200' Spirals
SΔ8° a 4.0
P.C.S. 189+39.77
P.T. 191+39.77
1700
1704+42.56
P.S.
150'
17'
L²
S.25°09'E.
NORTH BOUND
SOUTH BOUND
220'
Const. Channel Change 220'
Bottom 9' Slopes 1½:1
Gen. Exc. incl. in Road Distr.
Clayton Creek
Irrig.
Ditch
st. Irrig. Ditch 110'
om 2' Slopes 1½:1
Exc. 41 c.y.
190
4'

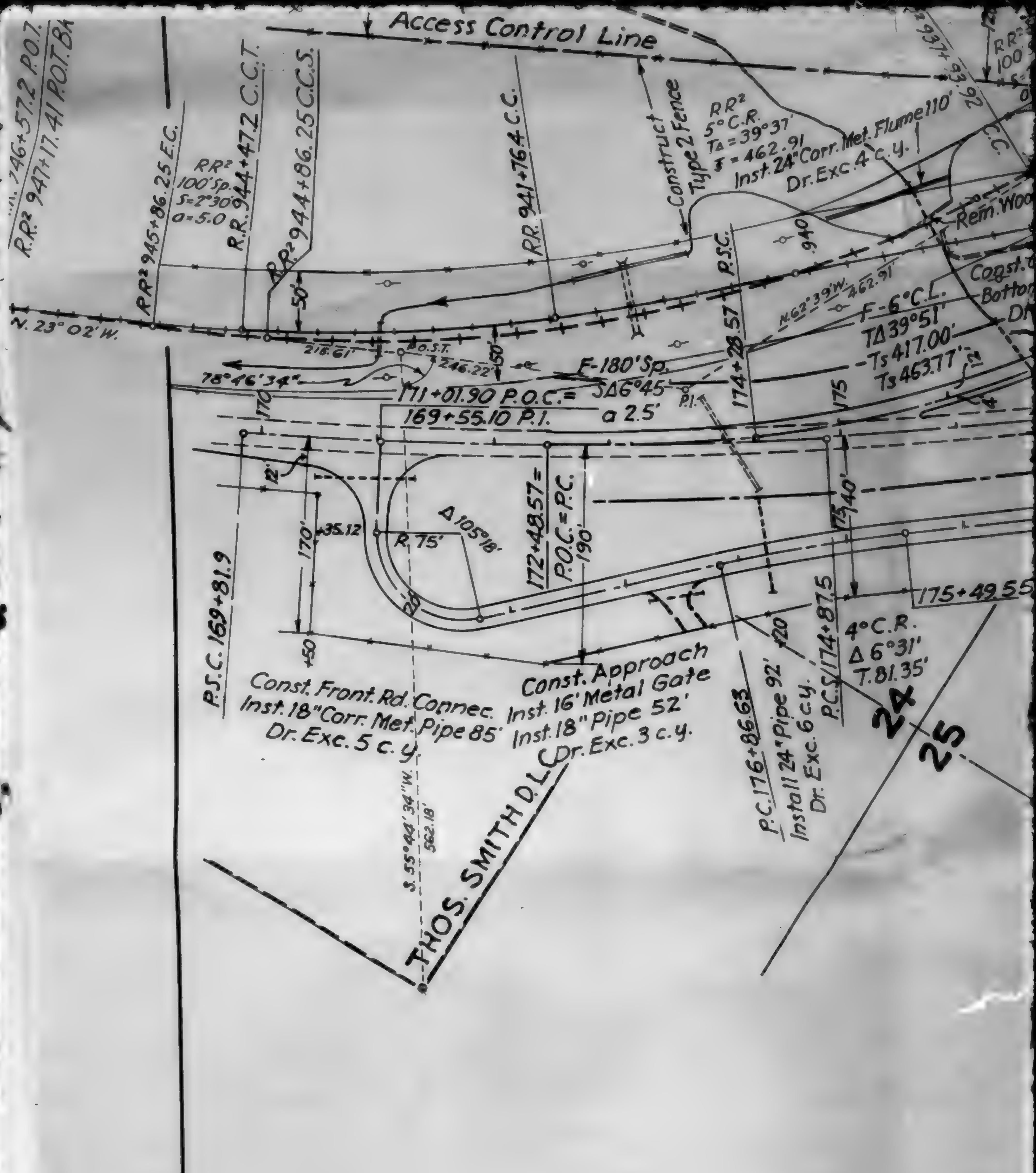
VALLEY VIEW ROAD - S. ASHLA
PACIFIC · HIGHWAY
JACKSON COUNTY.

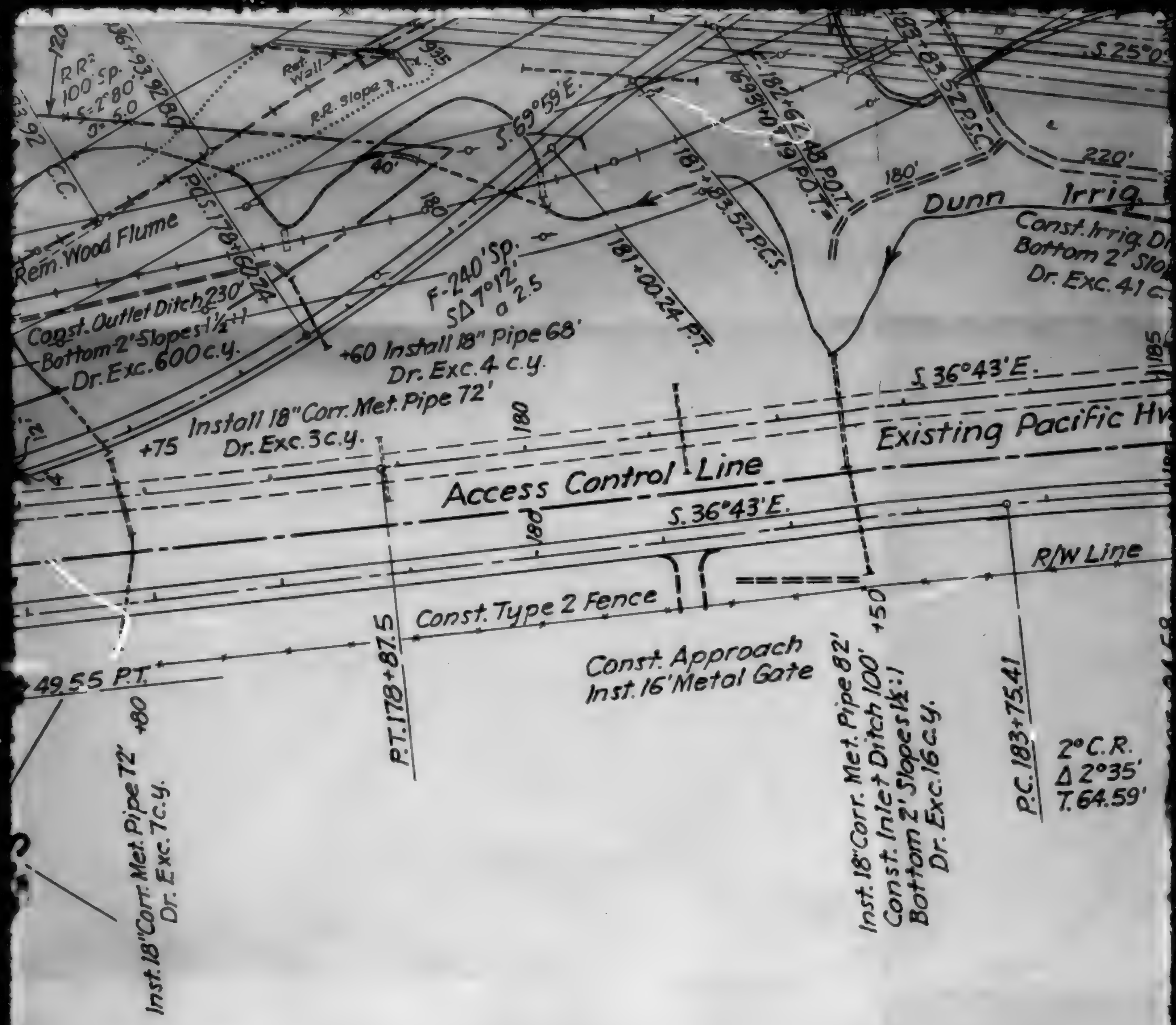
FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	



VALLEY VIEW ROAD - S. ASHLAND SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 15
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index




Access Control Line
746+57.2 P.O.T.
R.R.² 947+17.41 P.O.T. BA
R.R.² 945+86.25 E.C.
R.R.² 100' Sp. S=2°30' a=5.0
R.R. 944+47.2 C.C.T.
R.R.² 944+86.25 C.C.S.
R.R. 941+76.4 C.C.
Construct Type 2 Fence
R.R.² 5° C.R. TΔ=39°37' T=462.91
Inst. 24" Corr. Met. Flume 110'
Dr. Exc. 4 c.y.
937+93.92
C.C.
R.R.² 100
Rem. Woo
Const.
Botton
Dr
N. 23° 02' W.
50'
216.61'
P.O.S.T.
246.22'
50'
78°46'34"
940
P.S.C.
N.62°39'W. 462.91'
F-6° C.L.
TΔ 39°51'
Ts 417.00'
Ts 463.77'
F-180' Sp.
SΔ 6°45'
a 2.5'
171+01.90 P.O.C.=
169+55.10 P.I.
P.I.
174+28.57
170
175
12'
170'
+35.12
R. 75'
Δ 105°18'
172+48.57= P.O.C.=P.C.
190'
140'
175
+50
20
120
175+49.55
4° C.R.
Δ 6°31'
T. 81.35'
P.S.C. 169+81.9
Const. Front. Rd. Connec.
Inst. 18" Corr. Met. Pipe 85'
Dr. Exc. 5 c.y.
Const. Approach
Inst. 16' Metal Gate
Inst. 18" Pipe 52'
Dr. Exc. 3 c.y.
P.C. 176+86.63
Install 24" Pipe 92'
Dr. Exc. 6 c.y.
P.C.S. 174+87.5
24
25
S.55°44'34"W. 562.18'
THOS. SMITH D.L.C.



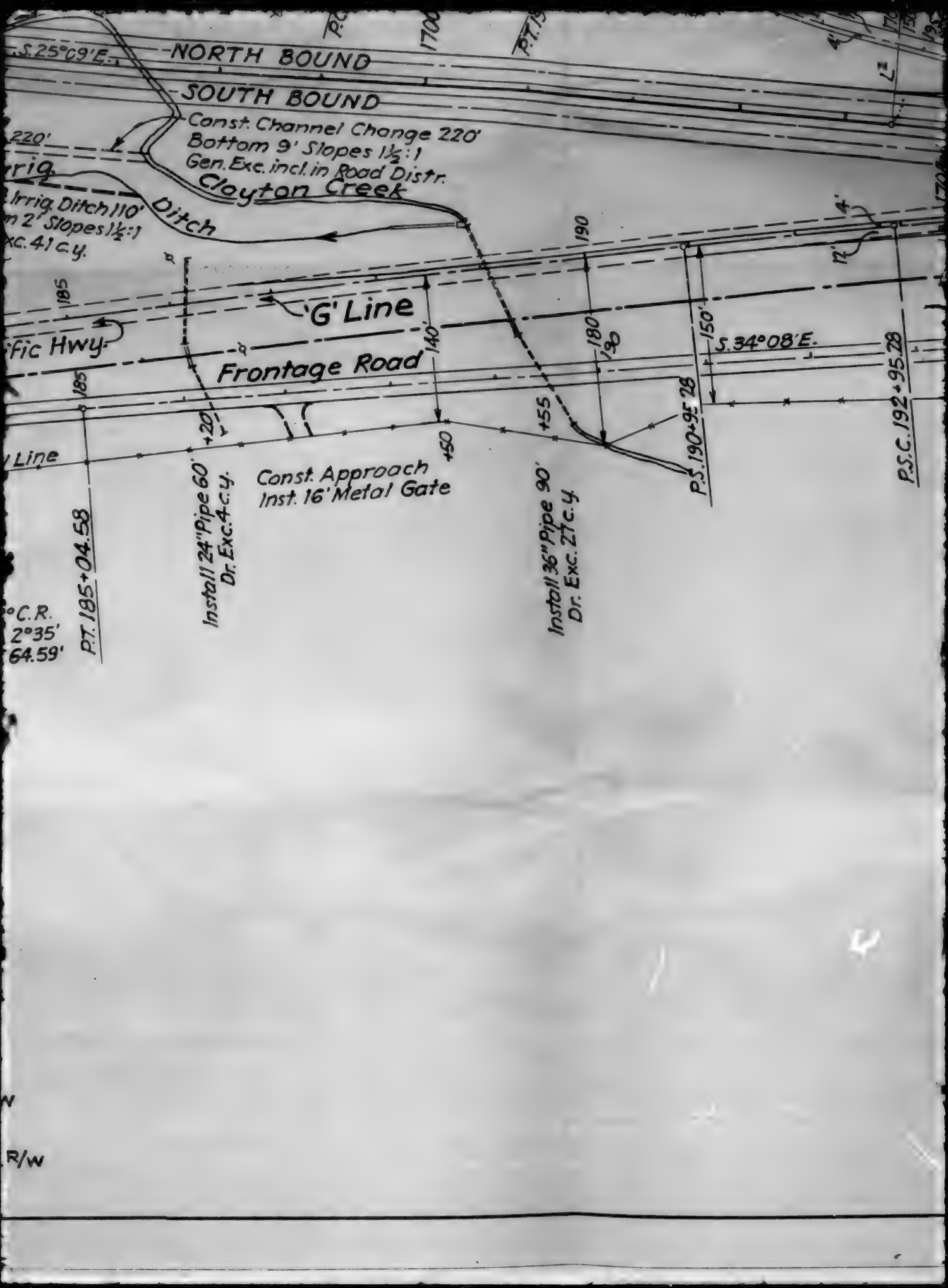
MISTLETOE OVERCROSSING

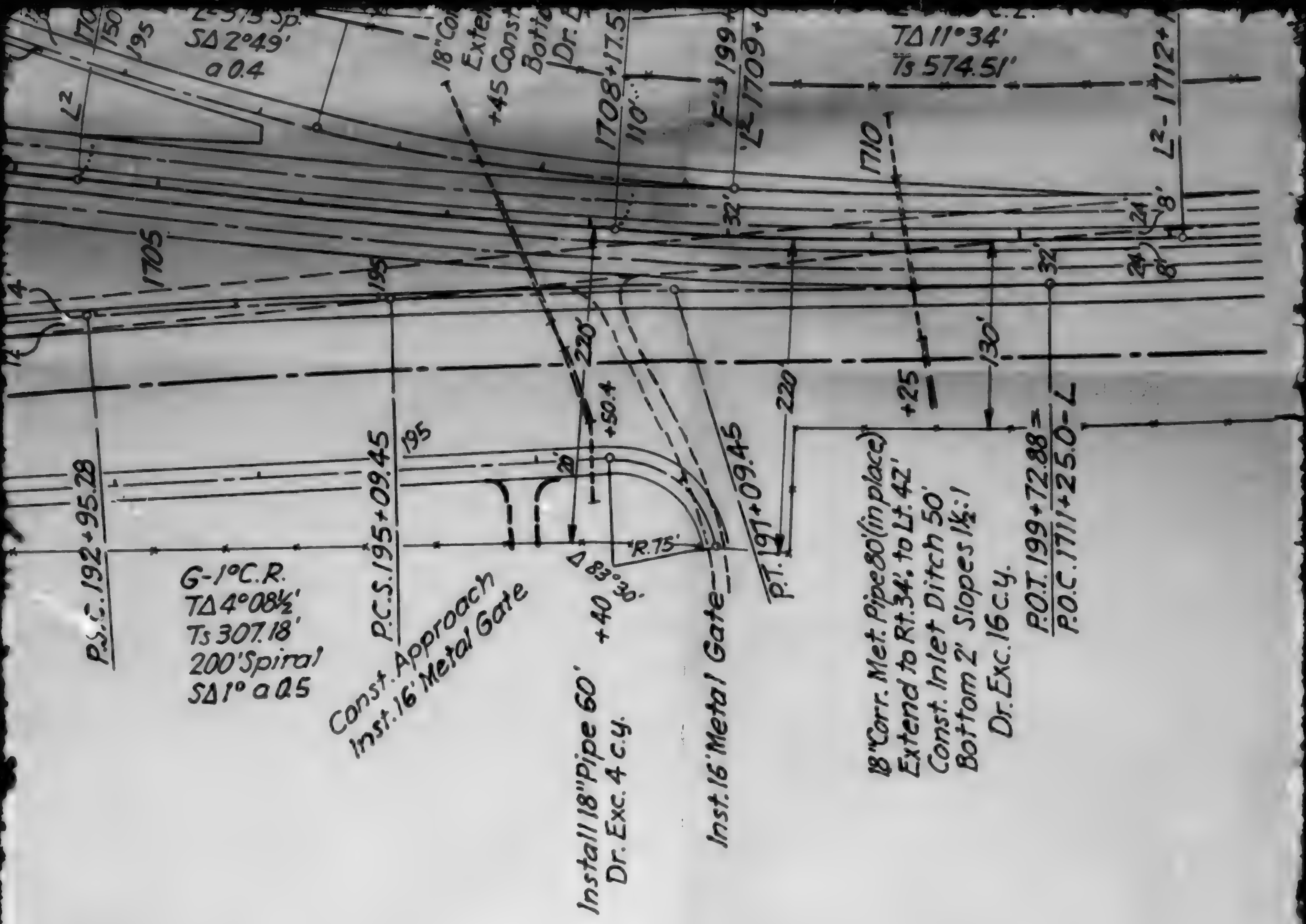
R.R. Lands to be conveyed to State

State Lands to be conveyed to R.R.

Easement to Hwy Dept. across R.R. R/w

Highway Slope Encroachment on R.R. R/w


S.25°09'E.
NORTH BOUND
SOUTH BOUND
1700
P.T.
Const. Channel Change 220'
Bottom 9' Slopes 1½:1
Gen. Exc. incl. in Road Distr.
220'
Irrig.
Clayton Creek
Ditch
Irrig. Ditch 110'
2' Slopes 1½:1
Exc. 41 c.y.
4'
4'
12'
190
185
'G' Line
Pacific Hwy.
140
180
190
150'
S.34°08'E.
Frontage Road
185
+20
+50
+55
Line
Const. Approach
Inst. 16' Metal Gate
Install 24" Pipe 60'
Dr. Exc. 4 c.y.
Install 36" Pipe 90'
Dr. Exc. 27 c.y.
P.T. 185+04.58
P.S. 190+95.28
P.S.C. 192+95.28
C.R.
2°35'
64.59'
N
R/W



OREGON STATE HIGHWAY DEPARTMENT

· Located Line ·

ENCROACHMENT ON S.P.R.R. Co

SOUTH ASHLAND INTERCHANGE

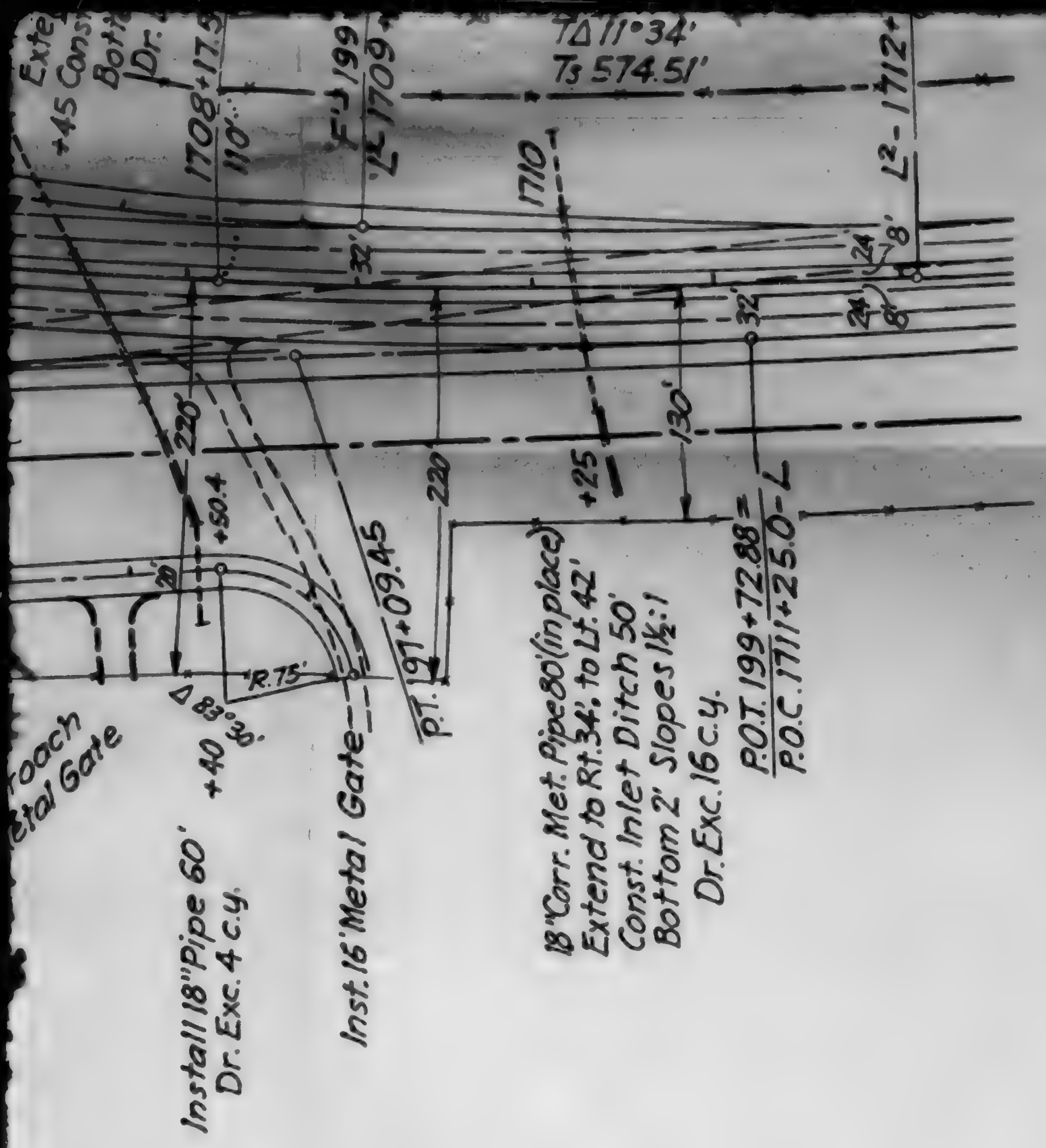
PACIFIC HIGHWAY

Scale 1" = 100'

Jan. 1960
Revised Mar. 1960
" July 1960

Dwg. No. 8B-16-16
X-Sections 8B-16-16a

See 8B-15-23



OREGON STATE HIGHWAY DEPARTMENT

· Located Line ·

ENCROACHMENT ON S.P.R.R. Co.

SOUTH ASHLAND INTERCHANGE

PACIFIC HIGHWAY

Scale 1" = 100'

Jan. 1960
Revised Mar. 1960
" July 1960

DWG. No. 8B-16-16
X-Sections 8B-16-16a

See 8B-15-23

8B-16-16

RECEIVED
DEC 28 1960

FOR FILING
I-5-1(31)1
5129

Salem, Oregon
December 28, 1960

Mr. J. W. DeSouza

Herewith duplicate copies of an agreement granting easements and exchange of property for the relocation of the Southern Pacific Company's track south of Ashland known as the Mistletoe Undercrossing.

We have not as yet had a P.U.C. hearing on this project, but I expect to get the data to you for application in the immediate future. In the meantime, this agreement, while it does not cover construction matters, will will clear us up on the exchange of property.

Will you please look it over, and if satisfactory, advise me so that we can get it to the Commission for approval.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
JUL - 8 1960
FOR FILING

I-5-1(31)12

5929

Salem, Oregon
July 8, 1960

Mr. Tom Edwards

Mistletoe Undercrossing
US99
South of Ashland

We will go along with the Southern Pacific Company in the line changes they have asked for in the railroad location at the Mistletoe Undercrossings.

Please revise your right of way descriptions in accordance with their request.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

RECEIVED
JUL [illegible] 1960
FOR FILING
I-5-1(31)12
5929

July 8, 1960

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Mistletoe Undercrossing
South of Ashland
Jackson County

Dear Sir:

Reference is made to your letters of June 21 and July 6 concerning maps of the proposed line change and right of way transfers at the Mistletoe project south of Ashland. These apparently have been lost in the mail some place.

I have not sent additional copies because you brought up certain minor revisions to the proposed railroad line in your letter of June 21. We have had these investigated and find that they will increase our costs by approximately $7,500; however, we do not feel that your request is unreasonable and will make these revisions to our alignment. We will prepare new descriptions and a revised right-of-way map, which will be sent you as soon as they can be worked out.

We propose to make application to the Public Utility Commissioner for a permit authorizing the crossing of your tracks on the revised location.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. Samuel Burton
Mr. W. C. Williams
Mr. Tom Edwards

FORM E-20 50M 2-60 26116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1960

SUBJECT:

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
BUILDING

Regarding your letter of June 27 relative to the Southern Pacific Company's request for line revision at the Mistletoe undercrossing, our estimate is $7,500 to make the additional line revision. It would be my opinion that the requested change, while certainly not necessary is not unreasonable, and if this will iron out things with the Southern Pacific that we go along with the requested change.

Please advise us of your decision so that we may revise our right-of-way descriptions.

Tom Edwards
Construction Engineer

DJB:jk

RECEIVED
JUL 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

7-60

S-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

July 6, 1960

911/323
0-SH-59-25

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Ass't.
State Highway Engineer

Dear Sir:

Our letter of June 21 in connection with a possible future grade separation near our station of Mistletoe mentioned that we had not yet received certain information which your letter of June 7 stated you were forwarding under separate cover.

If you can now let us have this, it would be of assistance in checking the work our own people have done so that the matter may be finalized by the required exchange of rights of way and conclusion of a construction and maintenance agreement.

Yours truly,

HM Williamson

RECEIVED
JUL 8 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1960
OFFICE OF
[illegible] ENGINEER

7-60

8-2705-B

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

July 6, 1960

911/323
0-SH-59-25

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Ass't.
State Highway Engineer

Dear Sir:

Our letter of June 21 in connection with a possible future grade separation near our station of Mistletoe mentioned that we had not yet received certain information which your letter of June 7 stated you were forwarding under separate cover.

If you can now let us have this, it would be of assistance in checking the work our own people have done so that the matter may be finalized by the required exchange of rights of way and conclusion of a construction and maintenance agreement.

Yours truly,
H. M. WILLIAMSON
Per R.C.N.

RECEIVED
AUG - 1 1960
FOR FILING
I-5-1 (31) 12

5929

July 29, 1960

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Under date of July 21, 1960, you wrote us asking minor revisions to the railroad line in the proposed railroad change at the Mistletoe Undercrossing project south of Ashland. We will consent to these changes, and I am enclosing herewith a print from our Drawing 8b-16-16 revised July 1960, which shows these revisions and the outline of the property which we are to acquire and transfer to the Railroad outlined in red and the property which the Railroad is to transfer to us in exchange outlined in yellow. I also attach copy of the description of the property which we propose to transfer to the Railroad Company, which is our Right of Way File 31204 and consists of two parcels; also, copy of the description which the Railroad is to transfer to the State, being our Right of Way File 31205.

On the map is shown outlined in purple the easement which we require for the construction of the underpass structure and in green a small slope encroachment lying to the south of the structure. The easement and encroachment could be made a part of the right-of-way transaction, but it would seem that it would be better covered as a part of the construction agreement. Either way is satisfactory to us.

I believe we are now in complete accord on this matter and would suggest that you prepare any necessary agreement. These descriptions and map supersede and take the place of those sent you with my letter of June 6, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

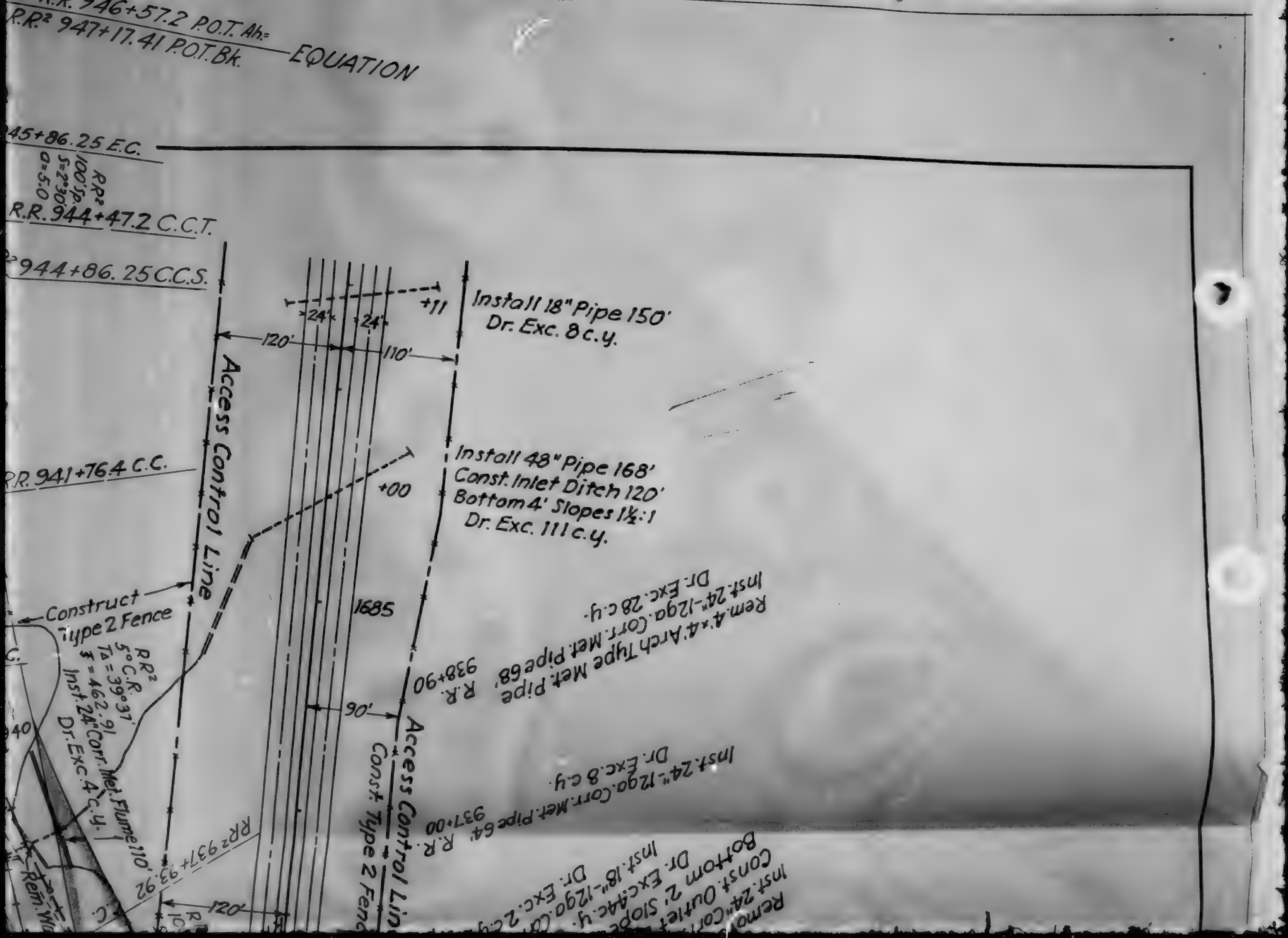
By

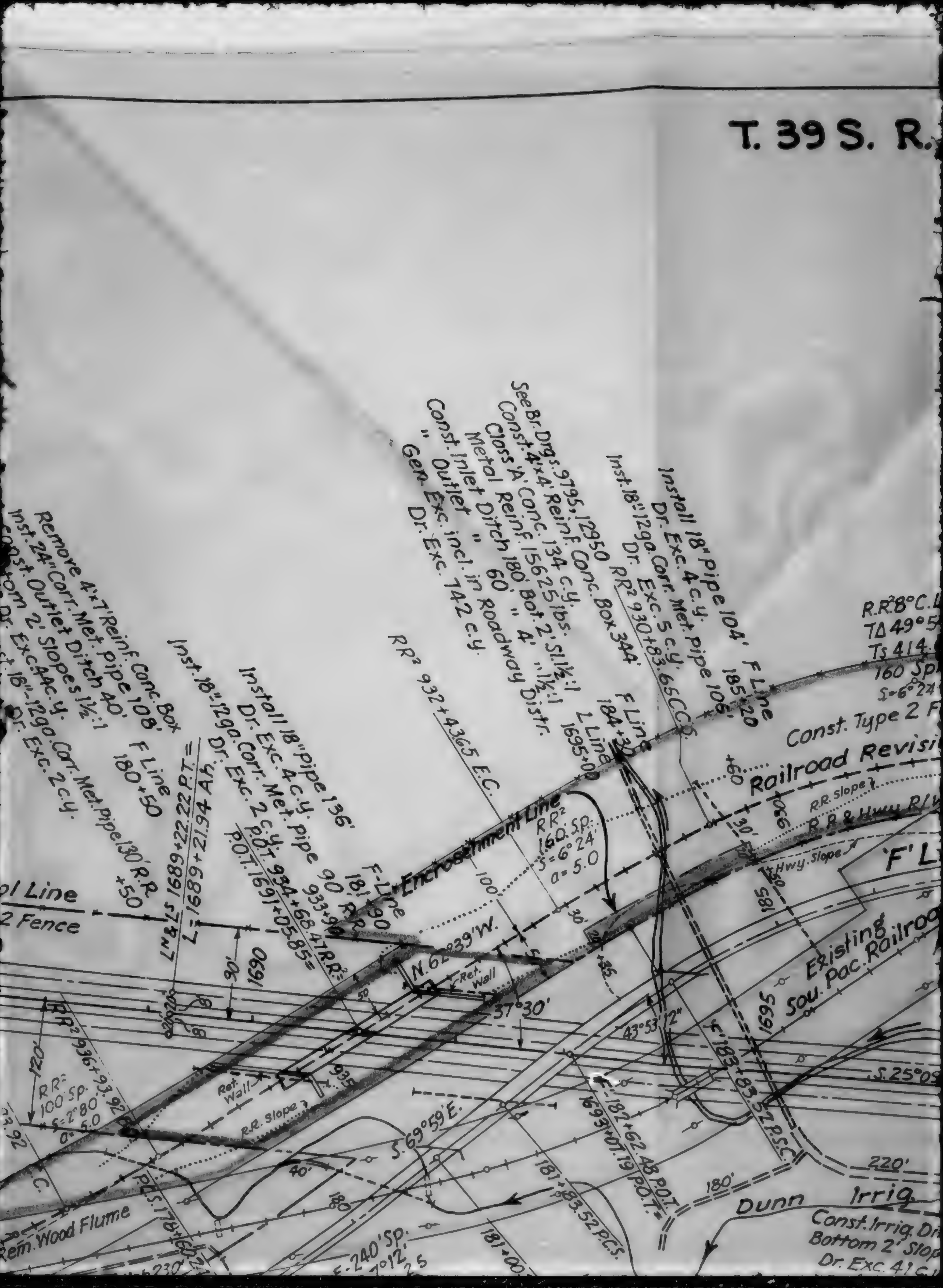
G. S. Paxson
Assistant State Highway Engineer

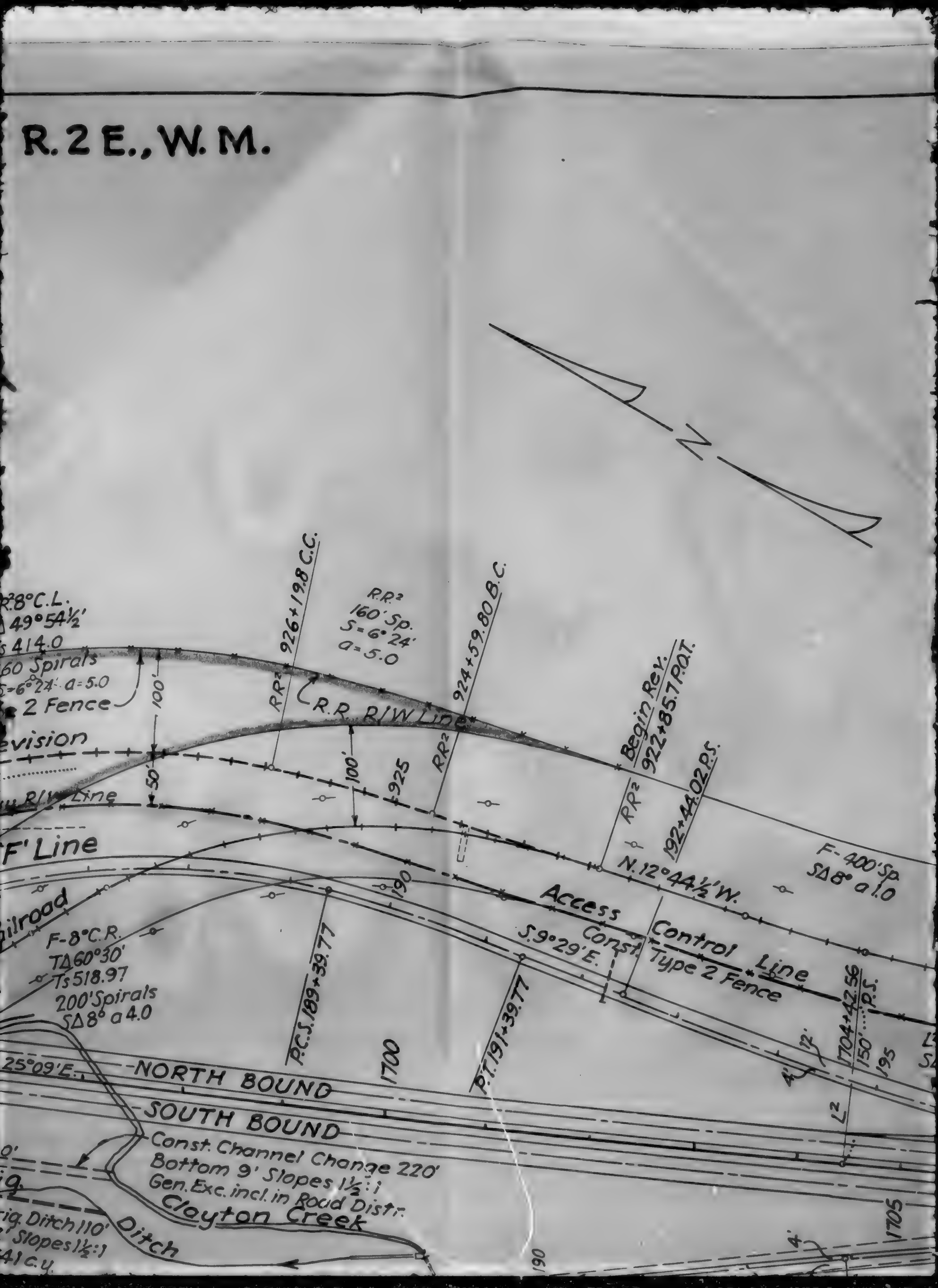
cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter Y. Wright

Attach.

GSP:ae
cc to: Mr. Sam Burton

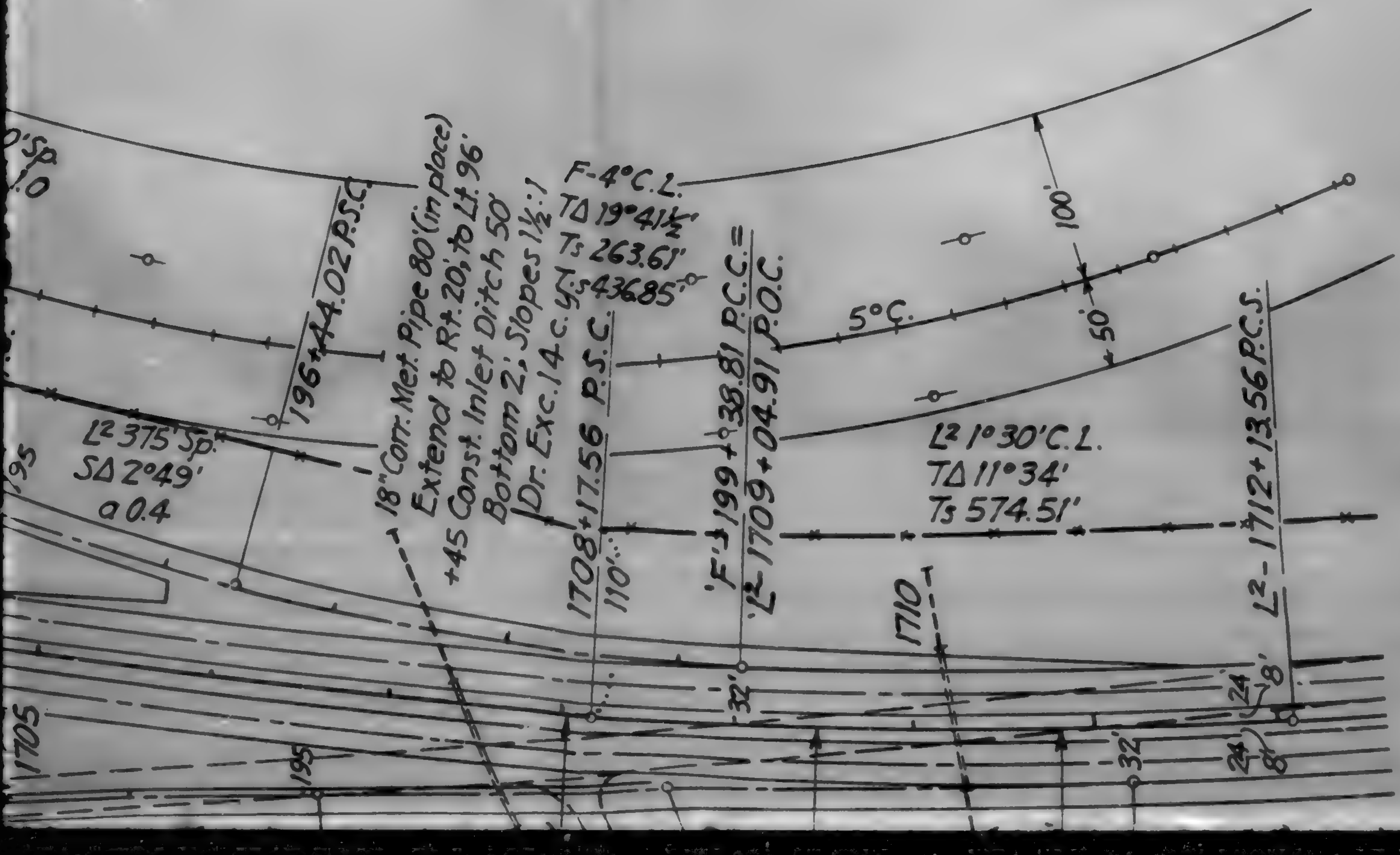

R.R. 946+57.2 P.O.T. Ah.=
R.R² 947+17.41 P.O.T. Bk.
EQUATION
45+86.25 E.C.
RR²
100' Sp.
S=2°30'
a=5.0
R.R. 944+47.2 C.C.T.
944+86.25 C.C.S.
R.R. 941+76.4 C.C.
Install 18" Pipe 150'
Dr. Exc. 8 c.y.
+11
24'
24'
120'
110'
Access Control Line
Install 48" Pipe 168'
Const. Inlet Ditch 120'
Bottom 4' Slopes 1½:1
Dr. Exc. 111 c.y.
+00
1685
Construct Type 2 Fence
RR²
5° C.R.
TΔ = 39°37'
T = 462.91
Inst. 24" Corr. Met. Flume 110'
Dr. Exc. 4 c.y.
Rem. 4'x4' Arch Type Met. Pipe
Inst. 24"-12ga. Corr. Met. Pipe 68'
Dr. Exc. 28 c.y.
R.R. 938+90
90'
Access Control Line
Const. Type 2 Fence
Inst. 24"-12ga. Corr. Met. Pipe 64'
Dr. Exc. 8 c.y.
R.R. 937+00
RR² 937+93.92
120'
Inst. 24" Corr.
Const. Outlet
Bottom 2' Slope
Dr. Exc. 4 c.y.
Inst. 18"-12ga. Co
Dr. Exc. 2 c.y.
Rem. Wa
40


T. 39 S. R.
See Br. Drgs. 9795, 12950
Const. 4'x4' Reinf. Conc. Box 344'
Class 'A' Conc. 134 c.y.
Metal Reinf. 15625 lbs.
Const. Inlet Ditch 180' Bot. 2' Sl. 1½:1
" Outlet " 60' " 4' " 1½:1
Gen. Exc. incl. in Roadway Distr.
Dr. Exc. 742 c.y.
Install 18" Pipe 104' F Line 185+20
Dr. Exc. 4 c.y.
Inst. 18"-12ga. Corr. Met. Pipe 106'
Dr. Exc. 5 c.y.
RR² 930+83.65 C.C.
F Line 184+30
L Line 1695+00
RR² 932+43.65 E.C.
Remove 4'x7' Reinf. Conc. Box
Inst. 24" Corr. Met. Pipe 108' F Line 180+50
Const. Outlet Ditch 40'
Bottom 2' Slopes 1½:1
Dr. Exc. 4 c.y.
Inst. 16"-12ga. Corr. Met. Pipe 130' R.R. +50
Dr. Exc. 2 c.y.
L^N & L^S 1689+22.22 P.T. =
L = 1689+21.94 Ah.
Install 18" Pipe 136'
Dr. Exc. 4 c.y.
Inst. 18"-12ga. Corr. Met. Pipe 90' R.R. 933+90
Dr. Exc. 2 c.y.
P.O.T. 934+68.47 R.R.² =
P.O.T. 1691+05.85 =
F-Line 181+90
Encroachment Line
RR² 160' Sp. S = 6°24' a = 5.0
R.R.² 8°C.
TΔ 49°5
Ts 414.
160 Sp.
S = 6°24
Const. Type 2 F
Railroad Revisi
R.R. Slope
R.R. & Hwy. R/W
Hwy. Slope
'F' L
Existing Sou. Pac. Railroad
ol Line
2 Fence
N. 62°39' W.
Ret. Wall
37°30'
43°53' 12"
'F' 183+83.52 P.S.C.
'F' 182+62.48 P.O.T.
1693+07.19 P.O.T.
181+83.52 P.C.S.
181+00
S. 25°09
S. 69°59' E.
RR² 936+93.92
RR² 100' Sp. S = 2°80' a = 5.0
93.92
P.C.S. 178+60
Rem. Wood Flume
F-240' Sp. 7°12' 2.5
230'
220'
180'
Dunn Irrig.
Const. Irrig. Di
Bottom 2' Slop
Dr. Exc. 41 c.
1690
1695
185
90'
120'
100'
30'
40'
50
935
180
+60
+35
+50


R. 2 E., W.M.
N
R.8°C.L.
Δ 49°54½'
s 414.0
160 Spirals
S=6°24' a=5.0
2 Fence
evision
R/W Line
'F' Line
ailroad
926+19.8 C.C.
R.R.²
160' Sp.
S=6°24'
a=5.0
924+59.80 B.C.
RR²
R.R. R/W Line
100'
100'
50'
925
RR²
Begin Rev.
922+85.7 P.O.T.
RR²
192+44.02 P.S.
F-400' Sp.
SΔ8° a 1.0
N.12°44½'W.
190
Access Control Line
Const. Type 2 Fence
S.9°29'E.
F-8°C.R.
TΔ60°30'
Ts 518.97
200' Spirals
SΔ8° a 4.0
P.C.S. 189+39.77
P.T. 191+39.77
1700
1704+42.56
150' P.S.
195
12'
4'
L²
25°09'E.
NORTH BOUND
SOUTH BOUND
Const. Channel Change 220'
Bottom 9' Slopes 1½:1
Gen. Exc. incl. in Road Distr.
Clayton Creek
Ditch
Irrig. Ditch 110'
Slopes 1½:1
41 C.Y.
190
1705
4'

VALLEY VIEW ROAD - S. ASHLAND SEC
PACIFIC · HIGHWAY
JACKSON COUNTY

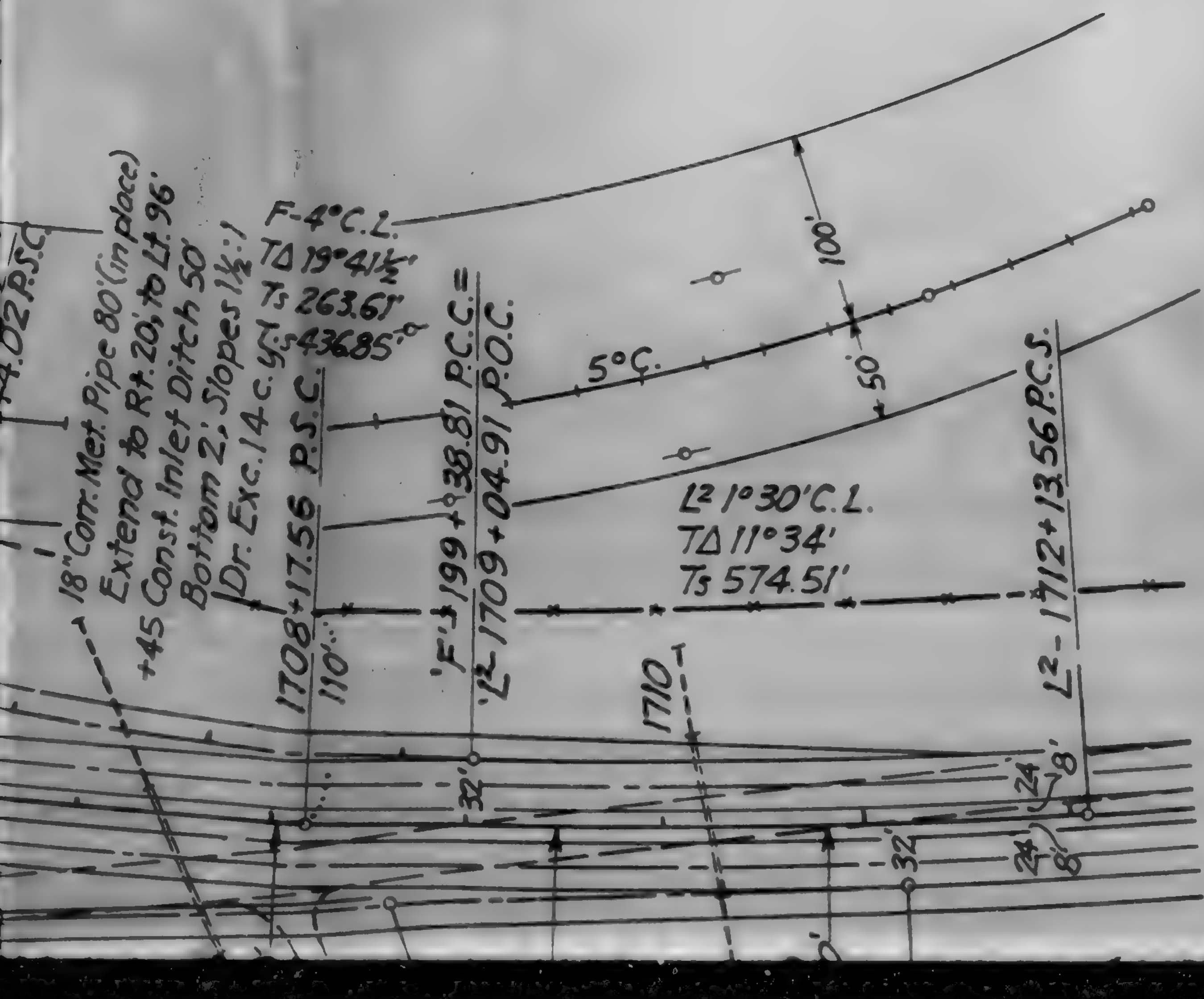
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

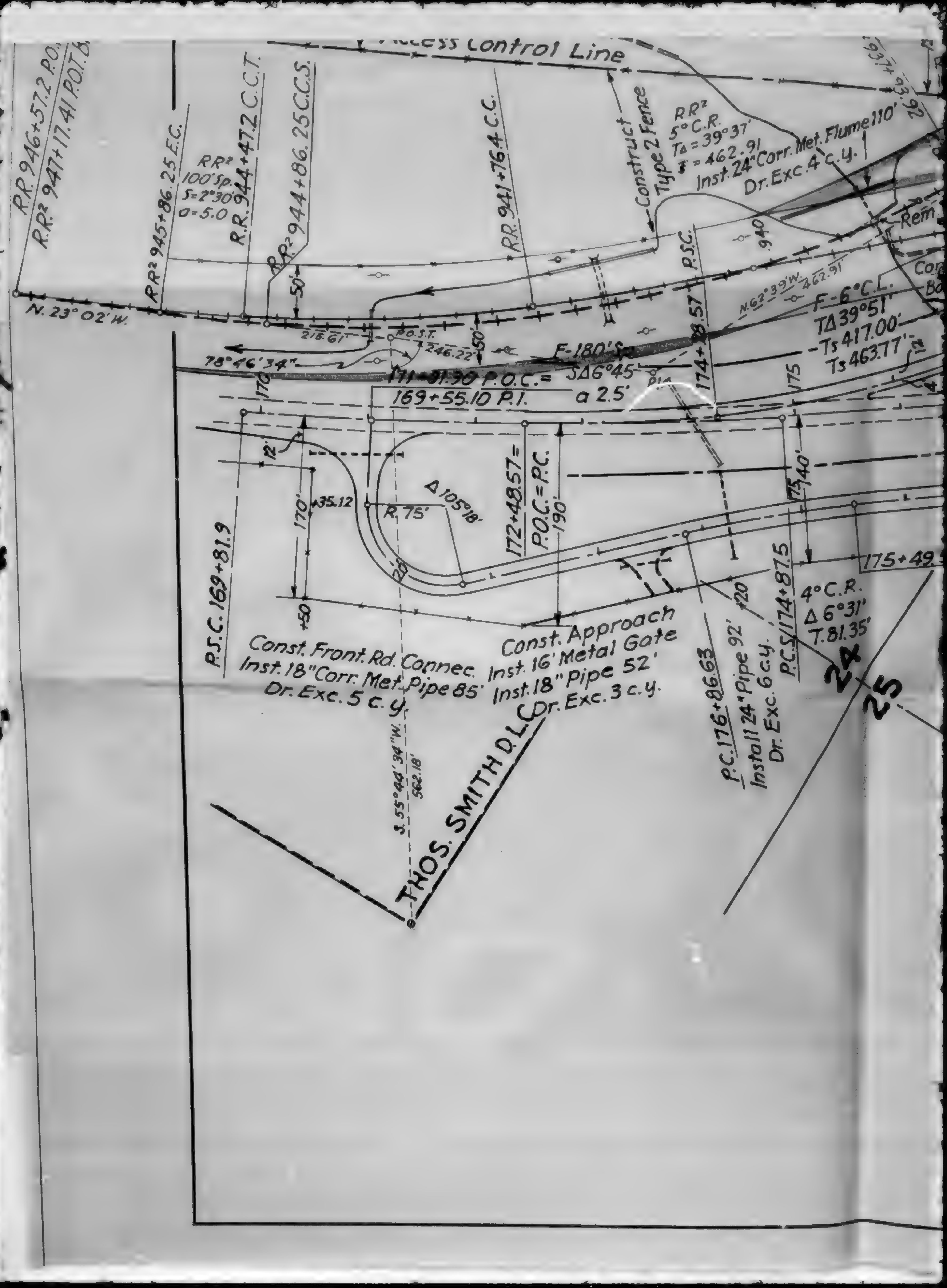


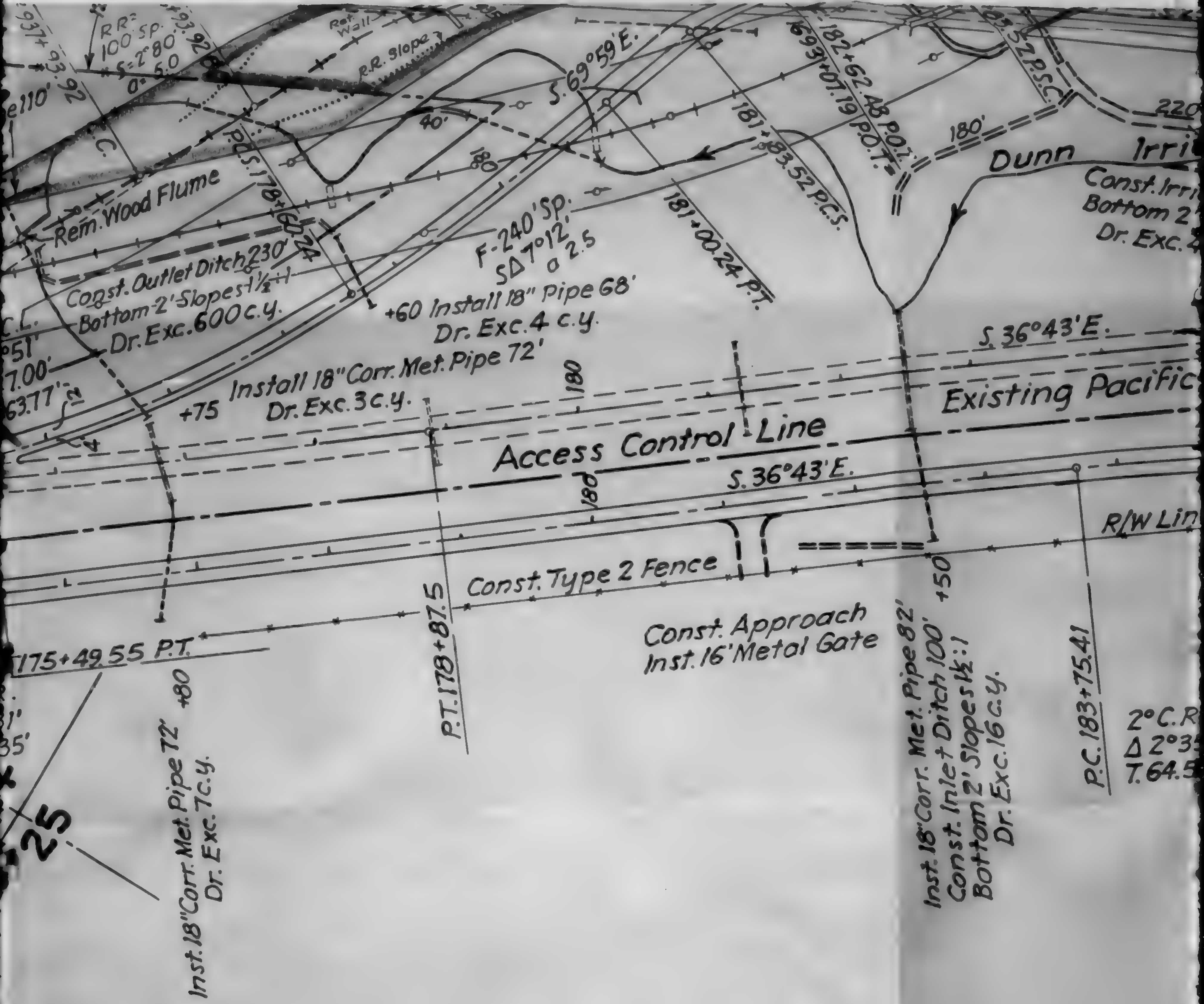
VALLEY VIEW ROAD - S. ASHLAND SEC.
PACIFIC · HIGHWAY
JACKSON COUNTY

SHEET No. 15

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index




Access Control Line
R.R. 946+57.2 P.O.
R.R.² 947+17.41 P.O.T.B.
R.R.² 945+86.25 E.C.
R.R.²
100' Sp.
S=2°30'
a=5.0
R.R. 944+47.2 C.C.T.
R.R.² 944+86.25 C.C.S.
R.R. 941+76.4 C.C.
Construct Type 2 Fence
R.R.²
5°C.R.
TΔ=39°37'
Ŧ=462.91
Inst. 24" Corr. Met. Flume 110'
Dr. Exc. 4 c.y.
26.93+1£6
Rem
Co
Bo
N. 23° 02' W.
50'
50'
218.61'
P.O.S.T.
246.22'
78°46'34"
F-180' Sp
SΔ6°45'
a 2.5'
171+81.90 P.O.C.=
169+55.10 P.I.
P.I.
P.S.C.
940
N.62°39'W.
462.91'
F-6°C.L.
TΔ39°51'
Ts 417.00'
Ts 463.77'
174+48.57
175
170
12'
170'
+35.12
R. 75'
Δ105°18'
172+48.57=
P.O.C.=P.C.
190'
40'
175
175+49
+50
20
+20
4°C.R.
Δ6°31'
T.81.35'
P.S.C. 169+81.9
Const. Front. Rd. Connec.
Inst. 18" Corr. Met. Pipe 85'
Dr. Exc. 5 c.y.
Const. Approach
Inst. 16' Metal Gate
Inst. 18" Pipe 52'
Dr. Exc. 3 c.y.
P.C. 176+86.63
Install 24" Pipe 92'
Dr. Exc. 6 c.y.
P.C.S. 174+87.5
24
25
S.55°44'34"W.
562.18'
THOS. SMITH D.L.C.



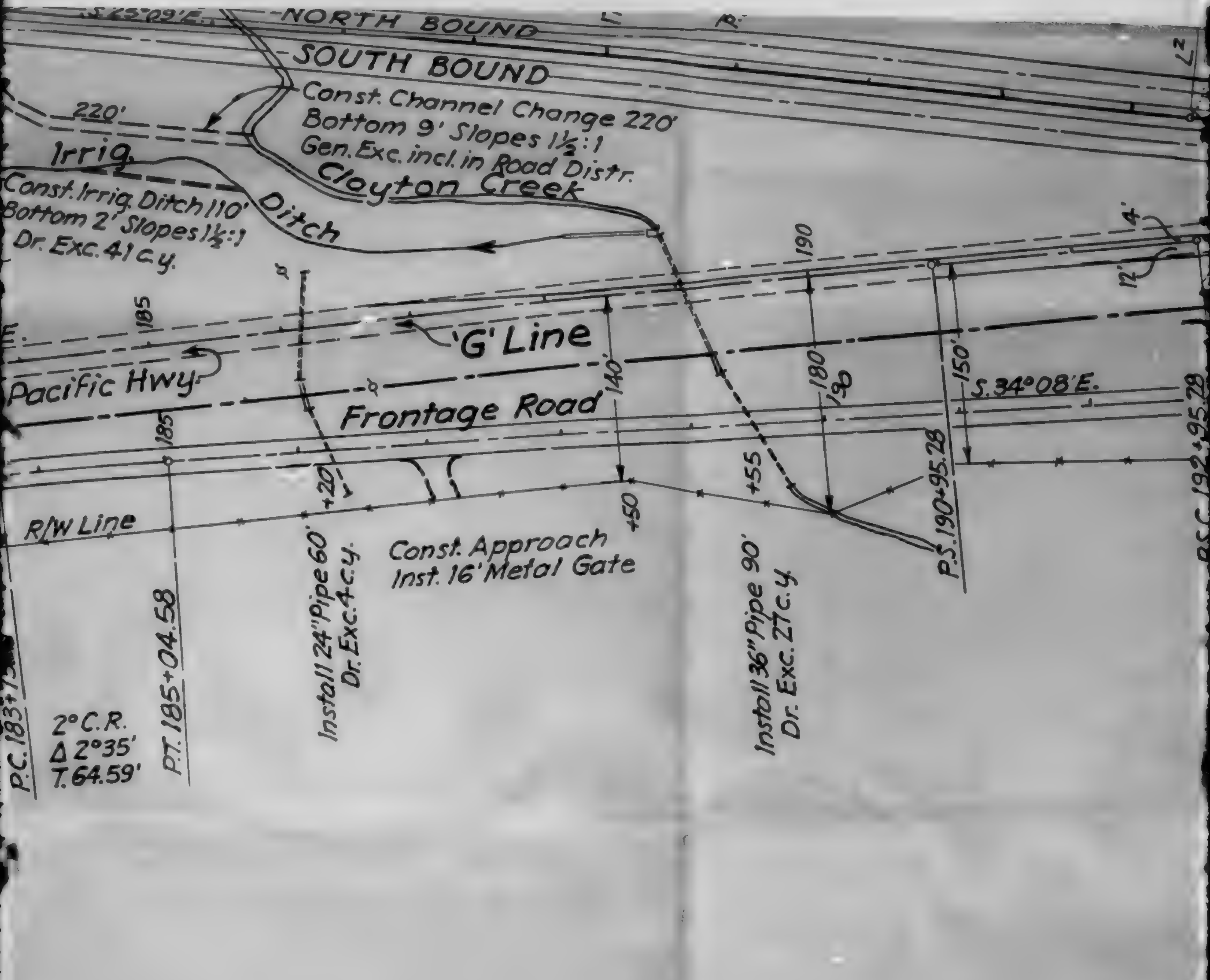
MISTLETOE OVERCROSSING

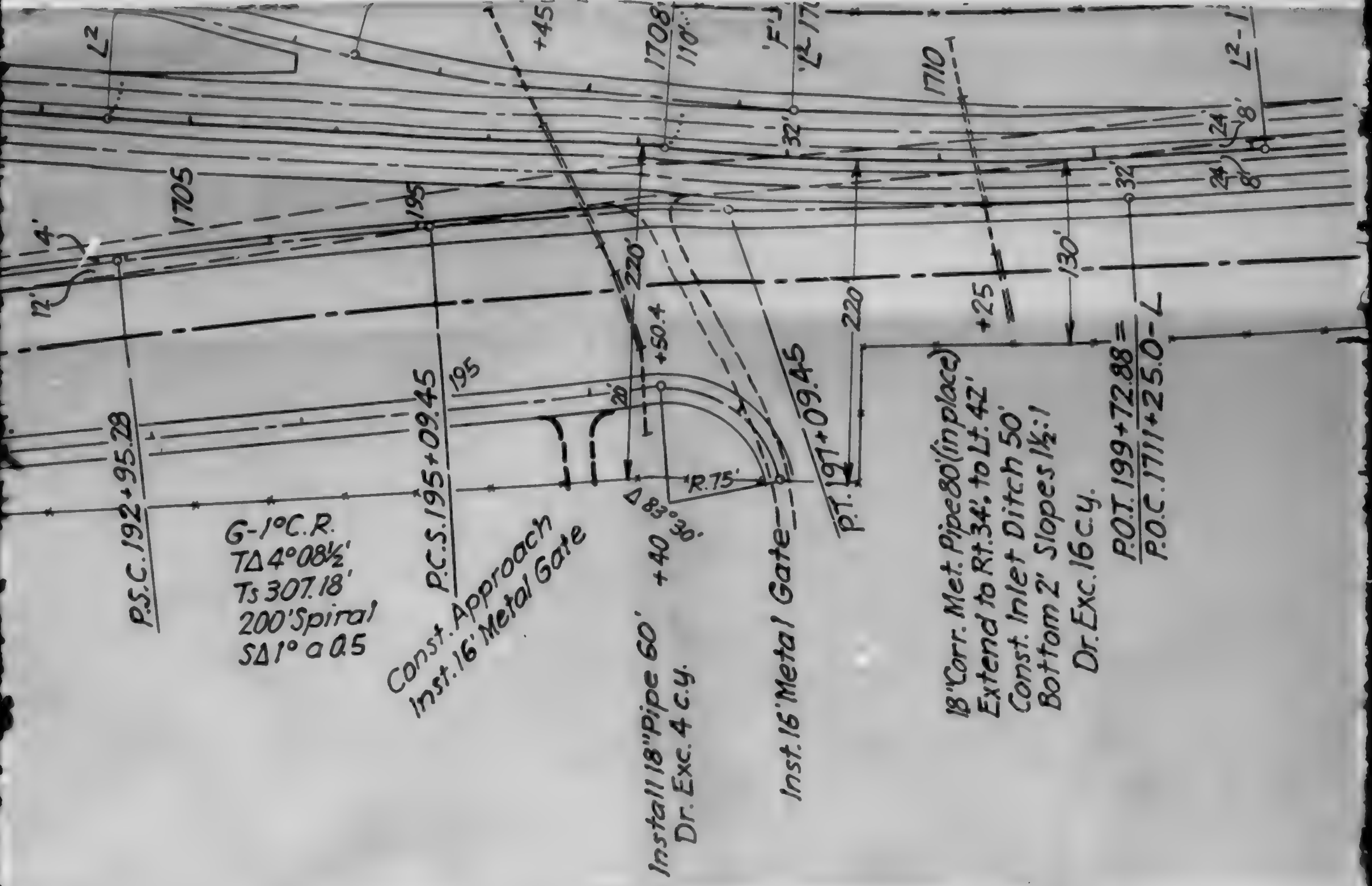
R.R. Lands to be conveyed to State

State Lands to be conveyed to R.R.

Easement to Hwy Dept. across R.R. R/W

▭ Highway Slope Encroachment on R.R. R/W


S.25°09'E.
NORTH BOUND
SOUTH BOUND
Const. Channel Change 220'
Bottom 9' Slopes 1½:1
Gen. Exc. incl. in Road Distr.
220'
Irrig.
Ditch
Clayton Creek
Const. Irrig. Ditch 110'
Bottom 2' Slopes 1½:1
Dr. Exc. 41 c.y.
4'
12'
190
185
'G' Line
Pacific Hwy.
140
180
190
150'
S.34°08'E.
Frontage Road
185
+20
+50
+55
R/W Line
Const. Approach
Inst. 16' Metal Gate
P.S. 190+95.28
P.S.C. 192+95.28
Install 24" Pipe 60'
Dr. Exc. 4 c.y.
Install 36" Pipe 90'
Dr. Exc. 27 c.y.
P.C. 183+75
P.T. 185+04.58
2° C.R.
Δ 2°35'
T. 64.59'
R.
R. R/W
R.R. R/W



OREGON STATE HIGHWAY DEPARTMENT

· Located Line ·

ENCROACHMENT ON S.P.R.R.

SOUTH ASHLAND INTERCHANGE

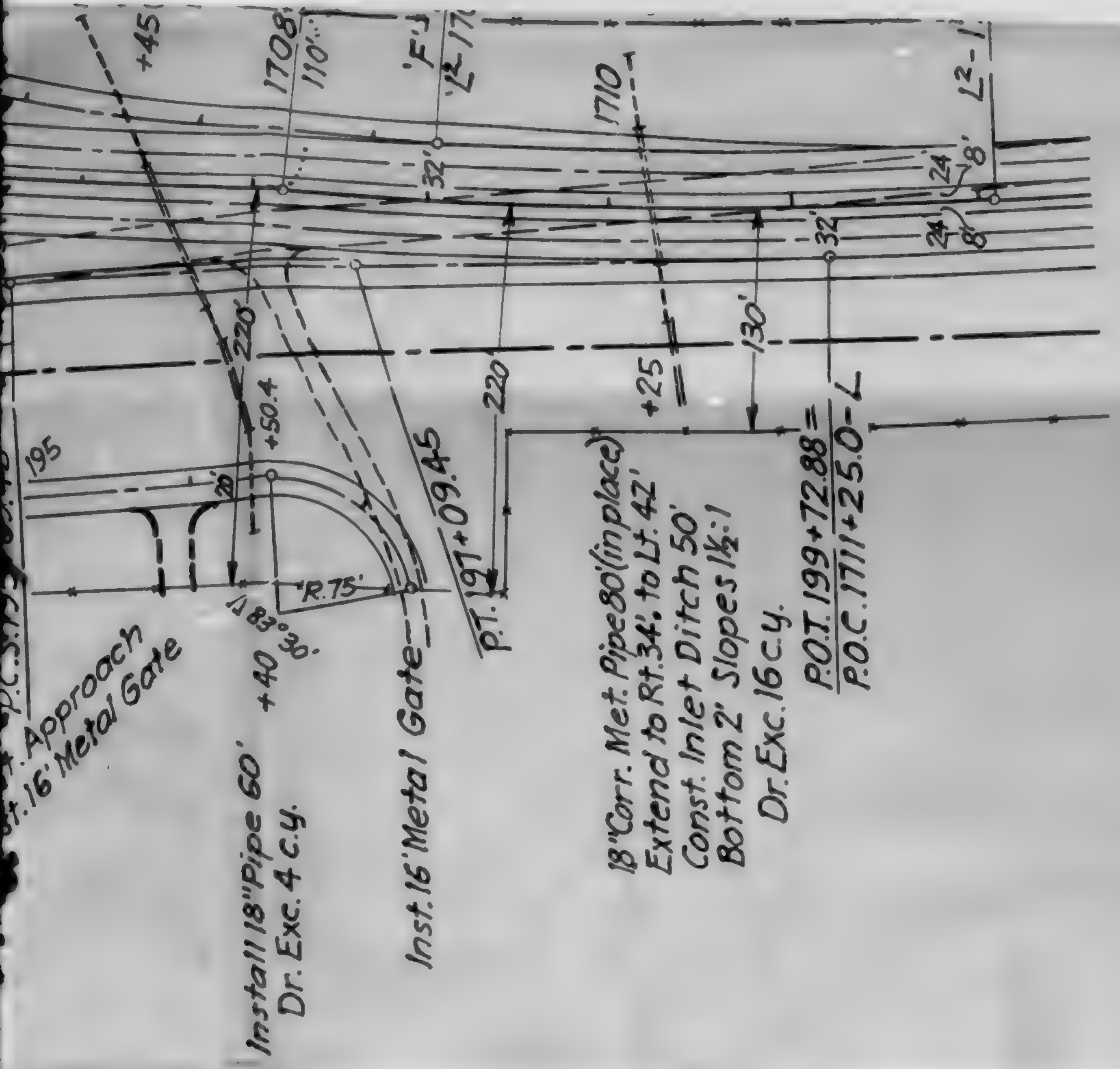
PACIFIC HIGHWAY

Scale 1" = 100'

Jan. 1960
Revised Mar. 1960
" July 1960

DWG. No. 8B-16-16
X-Sections 8B-16-16a

See 8B-15



OREGON STATE HIGHWAY DEPARTMENT

· Located Line ·

ENCROACHMENT ON S.P.R.R. Co.

SOUTH ASHLAND INTERCHANGE

PACIFIC HIGHWAY

Scale 1" = 100'

Jan. 1960
Revised Mar. 1960
" July 1960

Dwg. No. 8B-16-16
X-Sections 8B-16-16a

See 8B-15-23

DESCRIPTION ONLY

Southern Pacific Company

Valley View Road-South Ashland Unit
Seven Oaks-Ashland Section

Jackson

File No. 31205
PC 7-13-60
8B-15-23

Pacific Highway

R/W (acquire by exchange)

A parcel of land lying in the Thomas Smith D.L.C. #55, in Government Lot 4 of Section 24 and in the N½NE¼ of Section 25, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being that portion of the Southern Pacific Company right of way situated in said subdivisions lying Southwesterly of a line which is parallel to and 50 feet Southwesterly of the center line of the relocated main track, which center line is described as follows:

Beginning at Engineer's center line Station RR2 922+85.7, which Station equals Station RR 922+85.7 on the existing main track center line of said railroad, said Station being 1111.29 feet South and 1880.96 feet East of the most Southerly Southwest corner of said D.L.C. #55; thence North 12° 44' 30" West, 174.10 feet; thence on a spiral curve left (the long chord of which bears North 14° 52' 30" West) 160 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 37° 41' 45" West) 463.85 feet; thence on a spiral curve left (the long chord of which bears North 60° 31' West) 160 feet; thence North 62° 39' West, 450.27 feet; thence on a spiral curve right (the long chord of which bears North 61° 49' West) 100 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears North 42° 50' 30" West) 692.33 feet; thence on a spiral curve right (the long chord of which bears North 23° 52' West) 100 feet; thence North 23° 02' West 131.16 feet to Station RR2 947+17.41 Back equals RR 946+57.2 Ahead on the existing main track center line of said Railroad which Station is 618.77 feet North and 339.99 feet East of said Southwest corner of D.L.C. #55.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 3.03 acres.

fd/sm

DESCRIPTION ONLY

File No. 31204
HRS 7-14-60
8B-15-23

Valley View Road-South Ashland Unit
Seven Oaks-Ashland Section

Jackson County

Pacific Highway

Two parcels to be deeded to Railroad by Highway

PARCEL NO. 1

A parcel of land lying in the N½NE¼ of Section 25, Government Lot 4, of Section 24, and in the Thomas Smith D.L.C. #55, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being a strip of land extending from a line at right angles to the main track center line of the relocated Southern Pacific Company at Station RR2 922+85.7 to a line which is parallel to and 90 feet Easterly of the center line of the relocated Pacific Highway, said strip of land being 150 feet in width, 100 feet on the Easterly side and 50 feet on the Westerly side of the center line of said relocated railroad, which railroad center line is described as follows:

Beginning at Engineer's center line Station RR2 922+85.7, said Station being 1111.29 feet South and 1880.96 feet East of the most Southerly Southwest corner of said D.L.C. #55; thence North 12° 44' 30" West, 174.10 feet; thence on a spiral curve left (the long chord of which bears North 14° 52' 30" West) 160 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 37° 41' 45" West) 463.85 feet; thence on a spiral curve left (the long chord of which bears North 60° 31' West) 160 feet; thence North 62° 39' West, 450.27 feet; thence on a spiral curve right (the long chord of which bears North 61° 49' West) 100 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears North 42° 50' 30" West) 692.33 feet; thence on a spiral curve right (the long chord of which bears North 23° 52' West) 100 feet; thence North 23° 02' West 131.16 feet to Station RR2 947+17.41 Back equals RR Station 946+57.2 Ahead on the center line of the existing main track.

The center line of the relocated Pacific Highway herein referred to is described as follows:

Beginning at Engineer's center line Station 1640+00, said Station being 4377.62 feet North and 986.15 feet West of the most Southerly Southwest corner of said Thomas Smith D.L.C. #55; thence South 25° 09' East, 6442.56 feet; thence on a spiral curve left (the long chord of which bears South 26° 05' 20" East) 375 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears South 30° 56' East) 396 feet; thence on a spiral curve left (the long chord of which bears South 35° 56' 40" East) 375 feet; thence South 36° 43' East, 41.48 feet to Station 1716+30.04.

EXCEPT that portion of said strip of land lying in the existing railroad right of way.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 2.58 acres.

PARCEL NO. 2

A parcel of land lying in the N½NE¼ of Section 25, Government Lot 4, of Section 24 and in the Thomas Smith D.L.C. #55, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being a strip of land extending from a line which is parallel to and 90 feet Easterly of the center line of the relocated Pacific Highway to a line lying at right angles to the main track center line of the relocated Southern Pacific Company at Station RR2 947+17.41, said strip of land being 100 feet in width, 50 feet on each side of the center line of said relocated railroad, which railroad center line is described in Parcel #1.

The center line of the relocated Pacific Highway is also described in Parcel #1.

EXCEPT that portion of said strip of land lying in the existing railroad right of way.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 1.19 acres.

DESCRIPTION ONLY

File No. 31204
HRS 7-14-60
8B-15-23

Valley View Road-South Ashland Unit
Seven Oaks-Ashland Section

Pacific Highway

Jackson County

Two parcels to be deeded to Railroad by Highway

PARCEL NO. 1

A parcel of land lying in the N½NE¼ of Section 25, Government Lot 4, of Section 24, and in the Thomas Smith D.L.C. #55, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being a strip of land extending from a line at right angles to the main track center line of the relocated Southern Pacific Company at Station RR2 922+85.7 to a line which is parallel to and 90 feet Easterly of the center line of the relocated Pacific Highway, said strip of land being 150 feet in width, 100 feet on the Easterly side and 50 feet on the Westerly side of the center line of said relocated railroad, which railroad center line is described as follows:

Beginning at Engineer's center line Station RR2 922+85.7, said Station being 1111.29 feet South and 1880.96 feet East of the most Southerly Southwest corner of said D.L.C. #55; thence North 12° 44' 30" West, 174.10 feet; thence on a spiral curve left (the long chord of which bears North 14° 52' 30" West) 160 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 37° 41' 45" West) 463.85 feet; thence on a spiral curve left (the long chord of which bears North 60° 31' West) 160 feet; thence North 62° 39' West, 450.27 feet; thence on a spiral curve right (the long chord of which bears North 61° 49' West) 100 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears North 42° 50' 30" West) 692.33 feet; thence on a spiral curve right (the long chord of which bears North 23° 52' West) 100 feet; thence North 23° 02' West 131.16 feet to Station RR2 947+17.41 Back equals RR Station 946+57.2 Ahead on the center line of the existing main track.

The center line of the relocated Pacific Highway herein referred to is described as follows:

Beginning at Engineer's center line Station 1640+00, said Station being 4377.62 feet North and 986.15 feet West of the most Southerly Southwest corner of said Thomas Smith D.L.C. #55; thence South 25° 09' East, 6442.56 feet; thence on a spiral curve left (the long chord of which bears South 26° 05' 20" East) 375 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears South 30° 56' East) 396 feet; thence on a spiral curve left (the long chord of which bears South 35° 56' 40" East) 375 feet; thence South 36° 43' East, 41.48 feet to Station 1716+30.04.

EXCEPT that portion of said strip of land lying in the existing railroad right of way.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 2.58 acres.

PARCEL NO. 2

A parcel of land lying in the N½NE¼ of Section 25, Government Lot 4, of Section 24 and in the Thomas Smith D.L.C. #55, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being a strip of land extending from a line which is parallel to and 90 feet Easterly of the center line of the relocated Pacific Highway to a line lying at right angles to the main track center line of the relocated Southern Pacific Company at Station RR2 947+17.41, said strip of land being 100 feet in width, 50 feet on each side of the center line of said relocated railroad, which railroad center line is described in Parcel #1.

The center line of the relocated Pacific Highway is also described in Parcel #1.

EXCEPT that portion of said strip of land lying in the existing railroad right of way.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 1.19 acres.

fd/sm

File # 31204 includes

1: Seven Parcels to be acquired from private owner (Some have been revised)

2 Two Parcels covering portions of relocated RR to be sold to RR (Also revised)

#

File 31205 includes

1. Parcel of existing [illegible] to be acquired
2. Description of Easement for [illegible]
3. Encroachment [illegible]
(All [illegible])

All are OK as presently revised

File No. 31204

OREGON STATE HIGHWAY COMMISSION

Grantor Philip R. and Hazel M. Feddersohn Mail Address

Mail Address

Section Valley View Road-South Ashland Unit Seven Oaks-Ashland Highway Pacific

County Jackson Purpose R/W Agent HRS 7-14-60 8B-15-23

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to us or to the public, we the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to wit:

PARCEL NO. 1

A parcel of land lying in the Thomas Smith D.L.C. #55, in Government Lot 4 of Section 24 and in the NE¼ of Section 25, all in Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land variable in width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1640+00, said Station being 4377.62 feet North and 986.15 feet West of the most Southerly Southwest corner of said Thomas Smith D.L.C. #55; thence South 25° 09' East, 6442.56 feet; thence on a spiral curve left (the long chord of which bears South 26° 05' 20" East) 375 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears South 30° 56' East) 396 feet; thence on a spiral curve left (the long chord of which bears South 35° 56' 40" East) 375 feet; thence South 36° 43' East, 41.48 feet to Station 1716+30.04 at which Station the Southerly line of said strip of land lies at right angles to said center line.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northeasterly Side of Center Line	Width on Southwesterly Side of Center Line
1650+00	1667+00	120	160
1667+00	1669+00	120	160 taper to 140
1669+00	1669+50	120	140
1669+50	1671+50	120 taper to 110	140
1671+50	1677+00	110	140
1677+00	1679+00	110	140 taper to 120
1679+00	1684+00	110	120
1684+00	1686+00	110 taper to 90	120
1686+00	1696+00	90	120
1696+00	1715+88.58	110	130
1715+88.58	1716+30.04	110	130 taper to 109.2

EXCEPT that portion lying within that tract described in that deed to Louise L. Serpa, recorded in Book 451, Page 35 of Jackson County Deed Records.

ALSO EXCEPT that portion lying within that property described in that deed to the State of Oregon by and through its State Highway Commission, recorded in Book 441, Page 38 of Jackson County Deed Records.

ALSO EXCEPT that portion lying in the existing Pacific Highway.

ALSO EXCEPT that portion lying within the railroad right of way.

ALSO EXCEPT that portion lying within the following described tract:

Commencing at the most South Southwest corner of D.L.C. #55, Township 39 South, Range 1 East, W.M.; thence South 1425.91 feet; thence East 1617.92 feet to a 5/8 inch

OREGON STATE HIGHWAY COMMISSION

Grantor Philip R. and Hasel M. Feddersohn Mail Address

Mail Address

Section Valley View Road-South Ashland Unit Seven Oaks-Ashland Highway Pacific

County Jackson Purpose R/W Agent

HRS 7-14-60 8B-15-23

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to us or to the public, we the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to wit:

PARCEL NO. 1

A parcel of land lying in the Thomas Smith D.L.C. #55, in Government Lot 4 of Section 24 and in the NE¼ of Section 25, all in Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land variable in width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 1640+00, said Station being 4377.62 feet North and 986.15 feet West of the most Southerly Southwest corner of said Thomas Smith D.L.C. #55; thence South 25° 09' East, 6442.56 feet; thence on a spiral curve left (the long chord of which bears South 26° 05' 20" East) 375 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears South 30° 56' East) 396 feet; thence on a spiral curve left (the long chord of which bears South 35° 56' 40" East) 375 feet; thence South 36° 43' East, 41.48 feet to Station 1716+30.04 at which Station the Southerly line of said strip of land lies at right angles to said center line.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northeasterly Side of Center Line	Width on Southwesterly Side of Center Line
1650+00	1667+00	120	160
1667+00	1669+00	120	160 taper to 140
1669+00	1669+50	120	140
1669+50	1671+50	120 taper to 110	140
1671+50	1677+00	110	140
1677+00	1679+00	110	140 taper to 120
1679+00	1684+00	110	120
1684+00	1686+00	110 taper to 90	120
1686+00	1696+00	90	120
1696+00	1715+88.58	110	130
1715+88.58	1716+30.04	110	130 taper to 109.2

EXCEPT that portion lying within that tract described in that deed to Louise L. Serpa, recorded in Book 451, Page 35 of Jackson County Deed Records.

ALSO EXCEPT that portion lying within that property described in that deed to the State of Oregon by and through its State Highway Commission, recorded in Book 441, Page 38 of Jackson County Deed Records.

ALSO EXCEPT that portion lying in the existing Pacific Highway.

ALSO EXCEPT that portion lying within the railroad right of way.

ALSO EXCEPT that portion lying within the following described tract:

Commencing at the most South Southwest corner of D.L.C. #55, Township 39 South, Range 1 East, W.M.; thence South 1425.91 feet; thence East 1617.92 feet to a 5/8 inch iron pin, being the point of beginning, on the Southerly right of way of U. S. Highway 99, also being on the West line of that tract described in deeds of record, Volume 465, Page 336, recorded in Jackson County, Oregon; thence South 0° 02' 40" East, along said line, 954.79 feet to a 5/8 inch iron pin; thence continuing South 0° 02' 40" East, 14.94 feet; thence along the approximate center of an irrigation ditch, North 41° 58' 10" East, 90.25 feet; thence South 81° 42' 20" East, 78.61 feet; thence South 36° 20' 40" East, 235.60 feet; thence North 0° 17' 50" West, 16.99 feet to a 5/8 inch iron pin; thence continuing North 0° 17' 50" West, 737.67 feet to a 5/8 inch iron pin on the Southerly line of said highway; thence North 38° 11' 20" West, 444.15 feet to the place of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 25.66 acres.

PARCEL NO. 2

A parcel of land lying in the Thomas Smith D.L.C. #55, in Government Lots 4 and 5 of Section 24 and in the NW¼NE¼ of Section 25 all in Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being a strip of land extending from a line at right angles to the "G" center line of the Pacific Highway connection at Station G 170+50 to the Northerly line of that tract of land described in that deed to Louise L. Serpa, recorded in Book 451, Page 35 of Jackson County Deed Records, said strip of land being variable in width, lying on the Southwesterly side of said center line which center line is described as follows:

Beginning at Engineer's center line Station G 169+81.9, said Station being 384.12 feet North and 346.32 feet East of the most Southerly Southwest corner of said D.L.C. #55; thence on a 3819.72 foot radius curve left (the long chord of which bears South 29° 55' 30" East) 505.6 feet; thence on a spiral curve left (the long chord of which bears South 35° 43' East) 400 feet; thence South 36° 43' East, 1112.5 feet to Station G 190+00, said center line crosses the Northerly line of said Serpa tract approximately at Station G 186+45.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Southwesterly Side of Center Line
G 170+50	G 172+48	170 in a straight line to 190
G 172+48	G 174+87.5	190 in a straight line to 140
G 174+87.5	G 188+50	140

EXCEPT that portion of said strip of land lying in the existing Pacific Highway.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 3.4 acres.

PARCEL NO. 3

A parcel of land lying in the N½NE¼ of Section 25, Government Lot 4 of Section 24 and in the Thomas Smith D.L.C. #55, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being a strip of land extending from a line at right angles to the main track center line of the relocated Southern Pacific Company at Station RR2 922+85.7 to a line at right angles to said center line at Station RR2 945+86.30, said strip of land being variable in width, lying on each side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station RR2 922+85.7, said Station being 1111.29 feet South and 1880.96 feet East of the most Southerly Southwest corner of said D.L.C. #55; thence North 12° 44' 30" West, 174.10 feet; thence on a spiral curve left (the long chord of which bears North 14° 52' 30" West) 160 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 37° 41' 45" West) 463.85 feet; thence on a spiral curve left (the long chord of which bears North 60° 31' West) 160 feet; thence North 62° 39' West, 450.27 feet; thence on a spiral curve right (the long chord of which bears North 61° 49' West) 100 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears North 42° 50' 30" West) 692.33 feet; thence on a spiral curve right (the long chord of which bears North 23° 52' West) 100 feet; thence North 23° 02' West, 131.16 feet to Station RR2 947+17.41 Back equals RR Station 946+57.2 Ahead on the center line of the existing main track.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northeasterly Side of Center Line	Width on Southwesterly Side of Center Line
RR2 922+85.7		RR2 936+50	100	50
RR2 936+50		RR2 945+86.25	50	50

EXCEPT that portion of said strip of land lying in Parcel #1.

ALSO EXCEPT that portion lying in the existing railroad right of way.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 2.93 acres.

PARCEL NO. 4

A parcel of land lying in the NE¼ of Section 25, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being a strip of land extending from the East line of the Serpa tract referred to in Parcel #2 to a line at right angles to the "G" center line of the Pacific Highway connection at Station G 199+72.88, said strip of land being variable in width, lying on the Southwesterly side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station "G" 180+00, said Station being 468.62 feet South and 899.09 feet East of the most Southerly Southwest corner of the Thomas Smith D.L.C. #55, Township 39 South, Range 1 East, W.M.; thence South 36° 43' East, 1095.28 feet; thence on a spiral curve right (the long chord of which bears South 36° 23' East) 200 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears South 34° 38' 45" East) 214.17 feet; thence on a spiral curve right (the long chord of which bears South 32° 54' 30" East) 200 feet; thence South 32° 34' 30" East, 263.43 feet to Station "G" 199+72.88, said Station being opposite and 32 feet Southwesterly of Station 1711+25.0 on the center line of the relocated Pacific Highway.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southwesterly Side of Center Line
G 188+50		G 190+00	140 taper to 180
G 190+00		G 190+95.28	180 taper to 150
G 190+95.28		G 197+75	150 in a straight line to 185
G 197+75		G 199+72.88	185 taper to 98

EXCEPT that portion lying in the existing Pacific Highway.

ALSO EXCEPT that portion lying in the State of Oregon tract referred to in Parcel #1.

ALSO EXCEPT that portion lying in Parcel #1.

ALSO EXCEPT that portion lying within the following described tract:

Commencing at the most South Southwest corner of D.L.C. #55, Township 39 South, Range 1 East, W.M.; thence South 1425.91 feet; thence East 1617.92 feet to a 5/8 inch iron pin, being the point of beginning, on the Southerly right of way of U. S. Highway 99, also being on the West line of that tract described in deeds of record, Volume 465, Page 336, recorded in Jackson County, Oregon; thence South 0° 02' 40" East, along said line, 954.79 feet to a 5/8 inch iron pin; thence continuing South 0° 02' 40" East, 14.94 feet; thence along the approximate center of irrigation ditch North 41° 58' 10" East, 90.25 feet; thence South 81° 42' 20" East, 78.61 feet; thence South 36° 20' 40" East, 235.60 feet; thence North 0° 17' 50" West, 16.99 feet to a 5/8 inch iron pin; thence continuing North 0° 17' 50" West, 737.67 feet to a 5/8 inch iron pin on the Southerly line of said highway; thence North 38° 11' 20" West, 444.15 feet to the place of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 0.15 acre.

PARCEL NO. 5

A parcel of land lying in the SE¼NE¼ and the N½NE¼SE¼ of Section 25, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land variable in width, lying on each side of the center line of the Pacific Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 204+78.70, at which Station the Northerly line of said strip of land lies at right angles to said center line, said Station being 2455.56 feet South and 2381 feet East of the most Southerly Southwest corner of the Thomas Smith D.L.C. #55, Township 39 South, Range 1 East, W.M.; thence on a spiral curve right (the long chord of which bears South 35° 43' East) 400 feet; thence on a 3819.72 foot radius curve right (the long chord of which bears South 25° 43' East) 1066.7 feet; thence on a spiral curve right (the long chord of which bears South 15° 43' East) 400 feet to Station 223+45.4, said center line crosses the East line of said Section 25 approximately at Station 216+65.

The widths in feet of the strip of land above referred to are as follows:

Station to	Station	Width on Westerly Side of Center Line	Width on Easterly Side of Center Line
204+78.70	205+00	130	89.2
205+00	211+00	130	Easterly line of existing Pacific Highway
211+00	212+00	130 in a straight line to 110	Easterly line of existing Pacific Highway
212+00	216+00	110	Easterly line of existing Pacific Highway
216+00	219+45.4	110 in a straight line to the Westerly line of existing Pacific Highway	Easterly line of existing Pacific Highway

EXCEPT therefrom said Serpa tract referred to in Parcel #2.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 1.84 acres outside of the existing right of way.

PARCEL NO. 6

A parcel of land lying in the Thomas Smith D.L.C. #55, in Government Lot 4 and in the NW¼NE¼ of Section 25, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being bounded on the Westerly side by the existing Pacific Highway, bounded on the Northeasterly side by the existing Southern Pacific Railroad right of way, bounded on the Southerly side by the Serpa tract referred to in Parcel #2 and bounded on the Easterly side by Parcel #1.

EXCEPT that portion lying in Parcel #3.

The parcel of land to which this description applies contains 2.52 acres.

PARCEL NO. 7

A parcel of land lying in Government Lot 4, Section 24, and in the NW¼NE¼ of Section 25, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being that portion of said subdivisions lying Northeasterly of the existing Southern Pacific Company right of way and Southwesterly of Parcel #6.

EXCEPT that portion of said strip of land lying in Parcel #1.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 0.55 acre.

fd/sm

In the event that any building, or other item proposed to be moved is destroyed or damaged, before moving, to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

In the event that this option is accepted, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

It is understood and agreed that any instrument or conveyances which may be required to complete the purchase shall contain provisions substantially as follows, to wit:

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the right of way of the public way identified as the .... Highway .... and all of the Grantors' remaining real property consisting of all parcels contiguous one to another, whether acquired by separate conveyances or otherwise, all of which parcels either adjoin the real property conveyed by this instrument, or are connected thereto by other parcels owned by Grantors.

(Crossing for Farm Purposes)

Reserving, so long as any portions of the said remaining property on both sides of the said highway and served by such crossing are held by a single ownership, the right to establish, maintain and use a crossing of a width of .... feet at Highway Engineer's Station .... for farm purposes only. The construction of a frontage road or roads shall not defeat the right of crossing.

(Right of Access)

Reserving, for service of the said remaining property, right of access from Grantors' remaining property to said highway of a width of twenty-five (25) .... feet at each of the following places and for the following purposes only:

Hwy. Engr's Sta.	Side of Hwy.	Purpose

(Suspension of Access)

If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access, including crossings, for any purpose not stated for that particular place, or shall permit or suffer any person to do so, such right of access shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access will be used only for the purpose hereinabove stated~~, provided, however, that the Grantee may thereupon require a bond with sureties satisfactory to the Grantee in an amount not in excess of $1,000.00, conditioned upon future compliance with the above provisions concerning the use of access at said place~~. The Grantee's rights to close such place of access ~~and require a bond~~ shall be continuing as to each succeeding use for a purpose not herein stated.

Deleted by State Highway Commission 4-4-57

(Present Frontage Road)

Grantee shall construct or otherwise provide a frontage road within the boundaries of any present or hereafter acquired right of way on the .... side........ of the highway, and the Grantors, their heirs and assigns, shall have access to the frontage road or roads for any purpose. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select.

(Future Frontage Road)

Grantee has the right to construct or otherwise provide at any future time a frontage road or roads within the boundaries of any present or hereafter acquired right of way; whereupon, all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs and assigns, shall have access to the frontage road or roads for any purpose. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the Grantors, their heirs and assigns.

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the State in connection with the real property herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The State shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. **No statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of the State Highway Department shall be binding on, or of any effect against, the State or the State Highway Commission.**

The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived.

Dated this .... day of ...., 19........

Witnesses: .... [SEAL]

.... [SEAL]

.... [SEAL]

In the event that this option is accepted, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

It is understood and agreed that any instrument or conveyances which may be required to complete the purchase shall contain provisions substantially as follows, to wit:

As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future, or potential common law or statutory abutter's easements of access between the right of way of the public way identified as the .... Highway .... and all of the Grantors' remaining real property consisting of all parcels contiguous one to another, whether acquired by separate conveyances or otherwise, all of which parcels either adjoin the real property conveyed by this instrument, or are connected thereto by other parcels owned by Grantors.

(Crossing for Farm Purposes)

Reserving, so long as any portions of the said remaining property on both sides of the said highway and served by such crossing are held by a single ownership, the right to establish, maintain and use a crossing of a width of .... feet at Highway Engineer's Station .... for farm purposes only. The construction of a frontage road or roads shall not defeat the right of crossing.

(Right of Access)

Reserving, for service of the said remaining property, right of access from Grantors' remaining property to said highway of a width of twenty-five (25) .... feet at each of the following places and for the following purposes only:

Hwy. Engr's Sta.	Side of Hwy.	Purpose

(Suspension of Access)

If, after written notice to desist, the Grantors, or any person holding under them, shall use any of said rights of access, including crossings, for any purpose not stated for that particular place, or shall permit or suffer any person to do so, such right of access shall automatically be suspended. The Grantee shall thereupon have the right to close such place of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the Grantee that the place of access will be used only for the purpose hereinabove stated~~; provided, however, that the Grantee may first require a bond with sureties satisfactory to the Grantee in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of access at said place~~. The Grantee's rights to close such place of access ~~and require a bond~~ shall be continuing as to each succeeding use for a purpose not herein stated.

Deleted by State Highway Commission 4-4-57

(Present Frontage Road)

Grantee shall construct or otherwise provide a frontage road within the boundaries of any present or hereafter acquired right of way on the .... side....... of the highway, and the Grantors, their heirs and assigns, shall have access to the frontage road or roads for any purpose. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select.

(Future Frontage Road)

Grantee has the right to construct or otherwise provide at any future time a frontage road or roads within the boundaries of any present or hereafter acquired right of way; whereupon, all rights of access hereinabove reserved to and from the highway that are on or adjacent to any such frontage road or roads shall cease, but the Grantors, their heirs and assigns, shall have access to the frontage road or roads for any purpose. Said frontage road or roads shall be connected to the main highway, or to other public ways, only at such places as the Grantee may select.

It is expressly intended that these covenants, burdens and restrictions shall run with the land and shall forever bind the Grantors, their heirs and assigns.

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the State in connection with the real property herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The State shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. **No statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of the State Highway Department shall be binding on, or of any effect against, the State or the State Highway Commission.**

The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived.

Dated this .... day of ...., 19........

Witnesses: .... [SEAL]

.... [SEAL]

.... [SEAL]

SCHEDULE OF MOVING WORK .... [SEAL]

The State Highway Commission shall have the irrevocable right, at any time within six (6) .... months from the date hereof, to accept this option, and we agree to deliver to the State of Oregon, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, **including taxes due and payable during the fiscal tax year in which the deed for the said real estate is delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken** and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described. It is further understood and agreed that we will furnish, without cost to the State, good and merchantable title, as a condition precedent to the making of compensation. Upon delivery of said deed, and the clearing of title satisfactory to the State, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall **be paid the sum of**

.... **DOLLARS ($..............................)**

(including $... for constructing fence.... and $........................ .... for removing or

replacing improvements ....)

as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the State shall do the following things, and it is expressly understood that the State shall not be obligated further than in this option expressly stated:

In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

FORM E-30 80M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1960

SUBJECT: File No. 31204 - Feddersohn
File No. 31205 - Southern
Pacific Company
Mistletoe Crossing
Valley View Road-South
Ashland Unit
Pacific Highway
Jackson County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

Attached hereto are revised descriptions on the subject files.

The portion of right of way file No. 31204 written on the real estate option form will be acquired by this office from the Feddersohns. The portion noted "Description Only" covers parcels to be deeded to the Railroad from the taking.

In checking with Floyd Scott, I find that prints of the map have already been supplied for your use.

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg

Attachments

RECEIVED
JUL 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 28 1960

FOR FILING

I-5-1(31),12

5929

Salem, Oregon
June 27, 1960

Mr. Tom Edwards

I am attaching hereto the only copy which I have of the Southern Pacific Company's Shasta Division Drawing 711-F, Sheet No. 1, showing the alignment which the Railroad Company wants at the Mistletow railroad line change. I am also attaching a copy of their letter of June 21 concerning this matter.

You will note that they are extending their line change for a considerable distance to the north over that which we had proposed. In view of the fact that they are agreeing to accept the undercrossing structure and to maintain it, I would not object too much to the extension of the line revision, assuming that it can be made at some reasonable cost.

You will note also that they are reducing their curvature from 10-degree to 8-degree at the south but are increasing it from 4-degree to 5-degree at the north. While this may be a slight improvement in the over-all line, I do not think it is unreasonable.

Will you please look into this and advise as to the additional cost and as to whether, in your opinion, the request is reasonable.

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. Walter T. Wright

GSP:ae

4-59 5

S-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

June 21, 1960

911/323
0-SH-59-25

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Ass't.
State Highway Engineer

Dear Sir:

Please see your letter of June 7, File Mistletoe Undercrossing, Valley View Road-South, Ashland Unit, Pacific Highway, Jackson County, in connection with a possible future grade separation project near our Station of Mistletoe.

We have previously indicated to you objections to accepting an underpass structure. For the economic reasons developed by your alternate studies, we are agreeable to accepting a design similar to that which accompanied your letter of March 23 with the understanding that this acceptance will not prejudice our future position against structures of this type.

We are also in general agreement with the proposed permanent line change in our main track, the details of which are illustrated on the attached print of Shasta Divn. Dwg. 711 F, Sheet No. 1, revised May 19. Please note that some of the alignment details on this drawing differ from those previously considered. One of the reasons for these changes is to provide a longer length of tangent in which to locate the structure.

Our concurrence in your plans is also predicated on the State furnishing us with a new right of way comparable in every way to the right of way which we now own. The changes in the alignment data shown on the attached print will probably require some revision in the drawings and other data referred to in your letter of June 7.

Incidentally, the copies of the descriptions referred to in the first paragraph of your letter have been received, but we have not yet received the other information which you said you were sending under separate cover.

Yours truly,

WM Jaekle

Enc.

RECEIVED
JUN -9 1960
FOR FILING

I-5-1(31)12

5927

June 7, 1960

Mr. W. M. Jaekle, Chief Engineer
Southern Pacific Company
Dunsmuir, California

Re: Mistletoe Undercrossing
Valley View Road-South
Ashland Unit
Pacific Highway
Jackson County

Dear Sir:

Under separate cover, I am sending you a print from a right-of-way map entitled "Right of Way Transfer, Mistletoe Station, Jackson County, Oregon", dated June 6, 1960, and I attach copies of descriptions prepared in our office covering the proposed transfer of right of way for this project.

On this map we have shown outlined in green those portions of the existing railroad right of way which we propose be transferred to the State. Outlined in red on this map is the area which the State proposes to purchase and deliver to the railroad by fee title. I believe that this will provide you with a right of way for the proposed railroad revision comparable in every way to the right of way which you now own.

We have shown outlined in yellow areas of the new right of way over which we should have easements. These are covered by descriptions attached hereto. Parcel No. 1 is the area needed to construct the undercrossing of your tracks, and Parcel No. 2 is to accommodate a minor fill encroachment.

I am also sending, under separate cover, prints from our Drawing [illegible]-16-16 entitled "Encroachment on S.P.R.R. Co., South Ashland Interchange, Pacific Highway", dated January 1960 and revised March 1960. This map shows the same areas as on the map previously described but also shows engineering data as to the alignment of the proposed railroad change.

Under date of March 23, 1960, I submitted to you a print of our Drawing 8746-A, which was a preliminary study of the type of structure which we propose to build carrying your track over the highway. We have gone further with these studies, and I am forwarding, under separate cover, a print from our Drawing 8746-C, which shows the reinforced concrete slab bridge and the clearances provided for your operations.

I am also sending, under separate cover, a print of our Drawing 14484, which is a vicinity map of the crossing.

In order that the railroad embankment may have sufficient time to consolidate before rail traffic is routed over it, we propose to proceed at an early date with the grading and structure and allow approximately a year before ballasting and laying track for the proposed revision. We would appreciate your early consideration of this matter and if the proposal is satisfactory, that you so advise, and we will then apply to the Public Utility Commissioner for an order authorizing the crossing. We would also ask that you prepare the usual agreement between the State and the Railroad Company covering the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Enclosures

GSP:ae

cc to: Mr. Samuel Burton, Superintendent
Southern Pacific Company
Dunsmuir, California

Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

DESCRIPTION ONLY

Southern Pacific Company

File No. 31205
ABY 5-13-60
8B-15-23

Valley View Road-South Ashland Unit
Seven Oaks-Ashland Section

Pacific Highway

Jackson County

Right of Way

A parcel of land lying in the Thomas Smith D.L.C. #55, in Government Lot 4 of Section 24 and in the N½NE¼ of Section 25, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being that portion of the Southern Pacific Company right of way situated in said subdivisions lying Southwesterly of a line which is parallel to and 50 feet Southwesterly of the center line of the relocated main track which center line is described as follows:

Beginning at Engineer's center line Station RR2 922+85.7, which Station equals Station RR 922+85.7 on the existing main track center line of said railroad, said Station being 1111.29 feet South and 1880.96 feet East of the most Southerly Southwest corner of said D.L.C. #55; thence North 12° 44' 30" East, 153.80 feet; thence on a spiral curve left (the long chord of which bears North 15° 24' 30" West) 200 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 37° 41' 45" West) 424.20 feet; thence on a spiral curve left (the long chord of which bears North 59° 59' West) 200 feet; thence North 62° 39' West, 354.24 feet; thence on a spiral curve right (the long chord of which bears North 60° 59' West) 200 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears North 50° 04' West) 303.33 feet; thence on a 1432.39 foot radius curve right (the long chord of which bears North 34° 51' 30" West) 381.25 feet to Station RR2 945+02.17 Back equals RR 944+47.2 Ahead on the existing main track center line of said railroad which Station is 427.62 feet North and 426.83 feet East of said Southwest corner of D.L.C. #55.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 3.05 acres.

fd/am

DESCRIPTION ONLY

File No. 31204
HRS 5-17-60
8B-15-23

Valley View Road-South Ashland Unit
Seven Oaks-Ashland Section

Pacific Highway

Jackson County

Two parcels to be deeded to Railroad by Highway

PARCEL NO. 1

A parcel of land lying in the N½NE¼ of Section 25, Government Lot 4, of Section 24 and in the Thomas Smith D.L.C. #55, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being a strip of land extending from a line at right angles to the main track center line of the relocated Southern Pacific Company at Station RR2 922+85.7 to a line which is parallel to and 90 feet Easterly of the center line of the relocated Pacific Highway, said strip of land being 150 feet in width, 100 feet on the Easterly side and 50 feet on the Westerly side of the center line of said relocated railroad, which railroad center line is described as follows:

Beginning at Engineer's center line Station RR2 922+85.7, said Station being 1111.29 feet South and 1880.96 feet East of the most Southerly Southwest corner of said D.L.C. #55; thence North 12° 44' 30" West, 153.80 feet; thence on a spiral curve left (the long chord of which bears North 15° 24' 30" West) 200 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 37° 41' 45" West) 424.20 feet; thence on a spiral curve left (the long chord of which bears North 59° 59' West) 200 feet; thence North 62° 39' West, 354.24 feet; thence on a spiral curve right (the long chord of which bears North 60° 59' West) 200 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears North 50° 04' West) 303.33 feet; thence on a 1432.39 foot radius curve right (the long chord of which bears North 34° 51' 30" West) 381.25 feet to Station RR2 945+02.17 Back equals RR Station 944+47.2 Ahead on the center line of the existing main track.

The center line of the relocated Pacific Highway herein referred to is described as follows:

Beginning at Engineer's center line Station 1640+00, said Station being 4377.62 feet North and 986.15 feet West of the most Southerly Southwest corner of said Thomas Smith D.L.C. #55; thence South 25° 09' East, 6442.56 feet; thence on a spiral curve left (the long chord of which bears South 26° 05' 20" East) 375 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears South 30° 56' East) 396 feet; thence on a spiral curve left (the long chord of which bears South 35° 56' 40" East) 375 feet; thence South 36° 43' East, 41.48 feet to Station 1716+30.04.

EXCEPT that portion of said strip of land lying in the existing railroad right of way.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 2.58 acres.

PARCEL NO. 2

A parcel of land lying in the N½NE¼ of Section 25, Government Lot 4 of Section 24 and in the Thomas Smith D.L.C. #55, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being a strip of land extending from a line which is parallel to and 90 feet Easterly of the center line of the relocated Pacific Highway to a line lying at right angles to the main track center line of the relocated Southern Pacific Company at Station RR2 945+02.17, said strip of land being 100 feet in width, 50 feet on each side of the center line of said relocated railroad, which railroad center line is described in Parcel #1.

The center line of the relocated Pacific Highway is also described in Parcel #1.

EXCEPT that portion of said strip of land lying in the existing railroad right of way.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 1.0 acre.

fd/ls

DESCRIPTION ONLY

File Nos. 31204
31205
HRS 6-2-60
8B-15-23

Valley View Road-South Ashland Unit
Seven Oaks-Ashland Section

Jackson County

Pacific Highway

Description of Easement Railroad will give State
after State acquires 31204 and 31205

PARCEL NO. 1

A parcel of land lying in the N½NE¼ of Section 25 and in Government Lot 4 of Section 24, Township 39 South, Range 1 East, W.M., Jackson County, Oregon; the said parcel being described as follows:

1691

Beginning at the intersection of the main track center line of the relocated Southern Pacific Railroad Company at Station RR2 934+67.87 with the center line of the relocated Pacific Highway at Station 169+05.85, said intersection being 244.18 feet South and 1183.84 feet East of the most Southerly Southwest corner of the Thomas Smith D.L.C. #55, Township 39 South, Range 1 East, W.M.; thence South 62° 39' East, along said main track center line 147.84 feet to the true point of beginning; thence North 25° 09' West, parallel to and 90 feet Easterly of said Highway center line 82.13 feet to a line which is parallel to and 50 feet Northeasterly of said main track center line; thence Northwesterly parallel to said main track center line 345. feet, more or less, to a line which is parallel to and 120 feet Westerly of said Highway center line; thence South 25° 09' East parallel to said Highway center line 164.3 feet, more or less, to a line which is parallel to and 50 feet Southwesterly of said main track center line; thence Southeasterly parallel to said main track center line 345 feet, more or less, to a line which is parallel to and 90 feet Easterly of said Highway center line; thence North 25° 09' West parallel to said Highway center line 82.13 feet to the true point of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 0.68 acre.

PARCEL NO. 2

A parcel of land lying in the NW¼NE¼ of Section 25, Township 39 South, Range 1 East, W. M., Jackson County, Oregon, the said parcel being a strip of land 20 feet in width lying between lines which are parallel to and 30 feet and 50 feet Southwesterly of the center line of the relocated Southern Pacific Company right of way, said strip of land extends from a line at right angles to said center line at Station 930+50 to a line at right angles to said center line at Station 932+35.

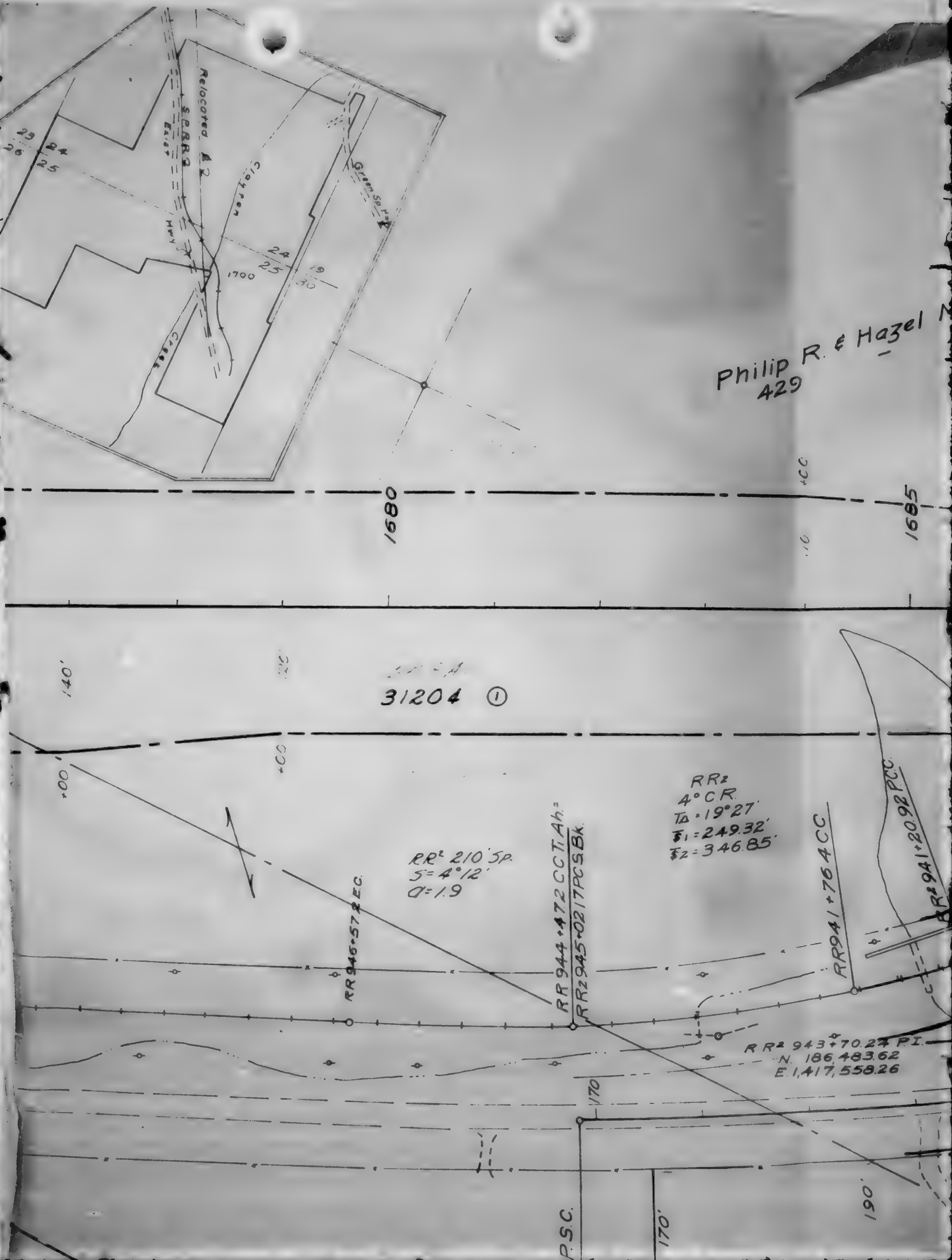
The center line herein referred to is described as follows:

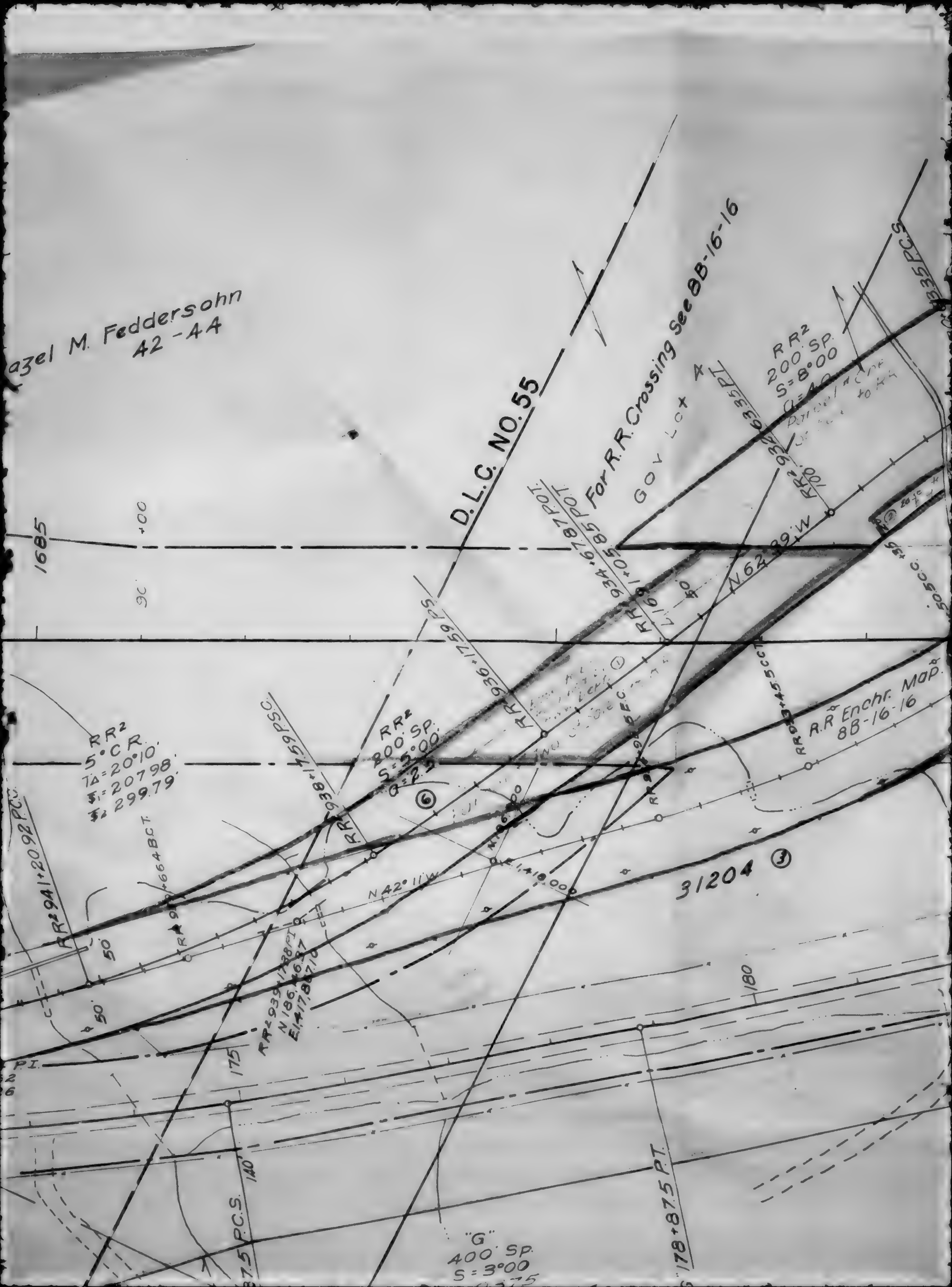
Beginning at Engineer's center line Station RR^2 922+85.7, said Station being 1111.29 feet South and 1880.96 feet East of the most Southerly Southwest corner of the Thomas Smith D. L. C. #55; thence North 12° 44' 30" West, 153.80 feet; thence on a spiral curve left (the long chord of which bears North 15° 24' 30" West) 200 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 37° 41' 45" West) 424.20 feet; thence on a spiral curve left (the long chord of which bears North 59° 59' West) 200 feet to Station 932+63.35.

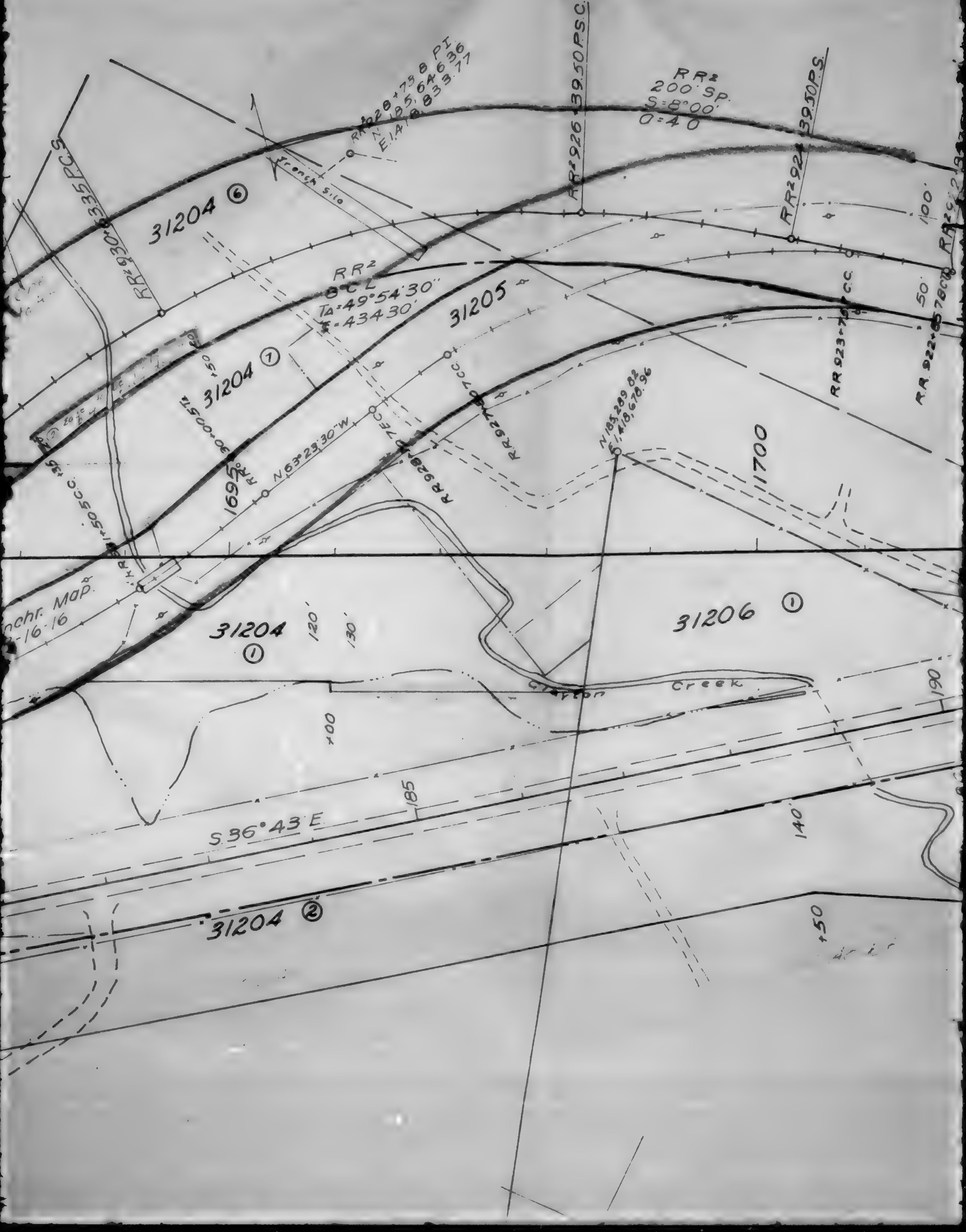
(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

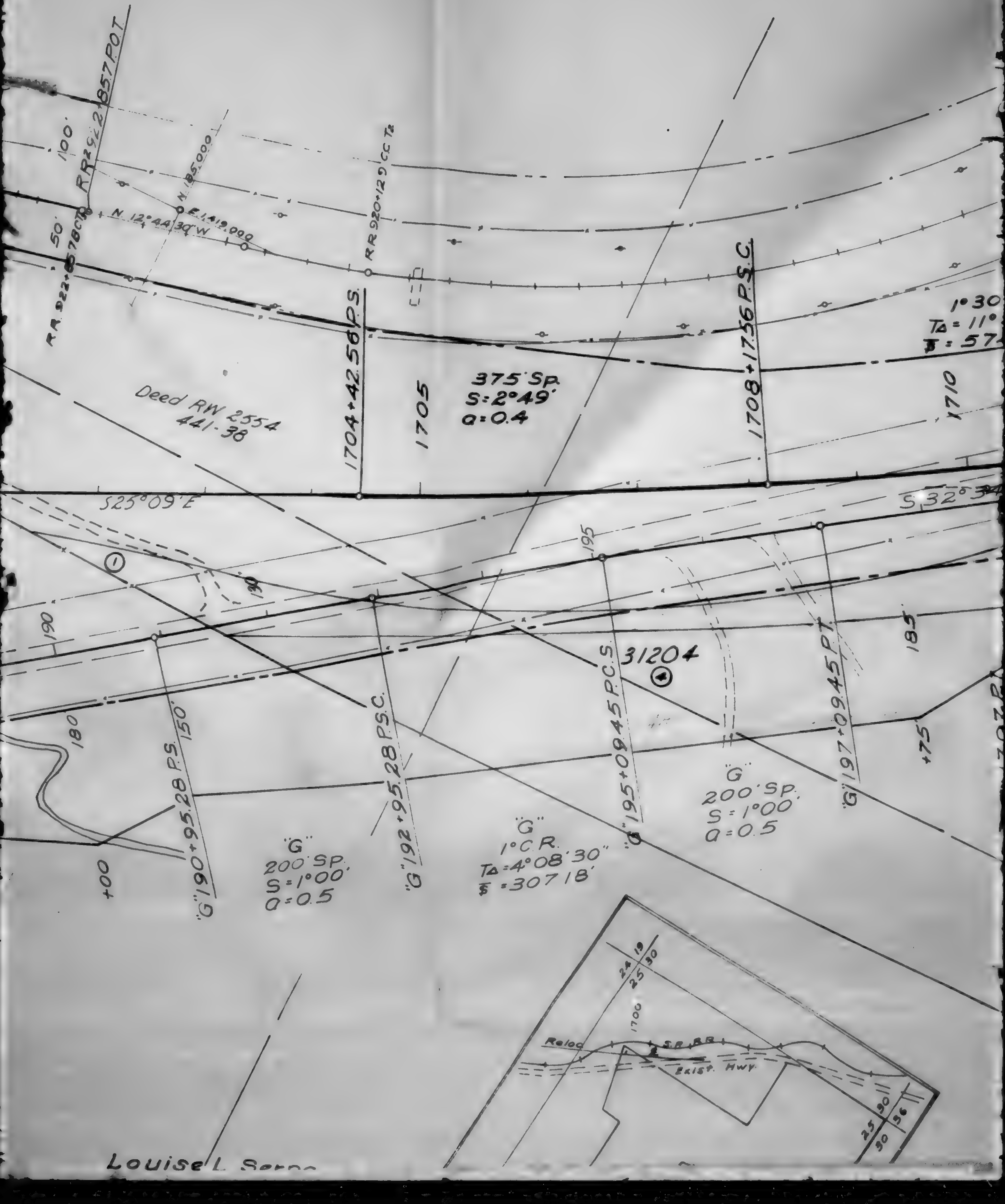
The parcel of land to which this description applies contains 0.08 acre.

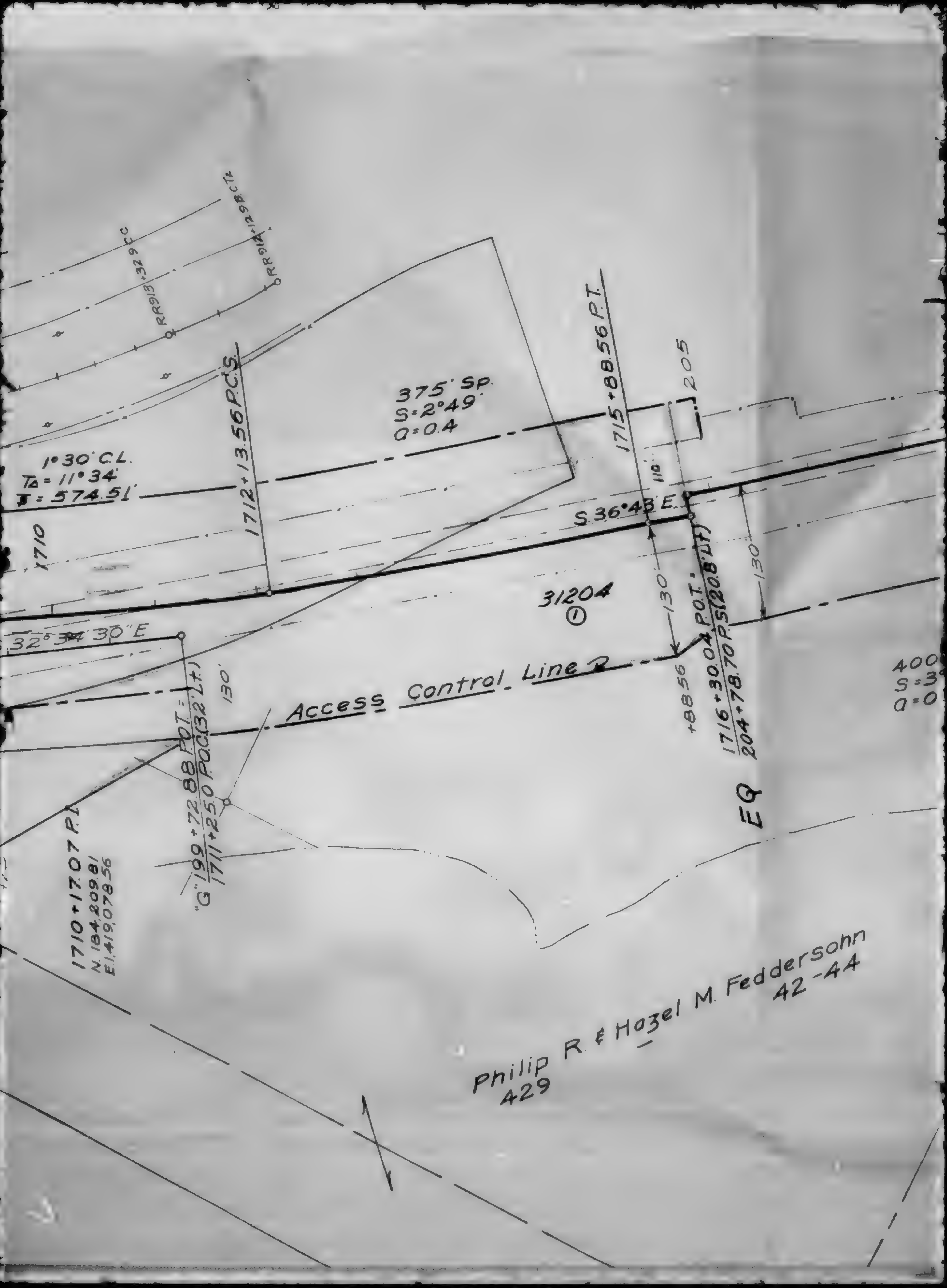
if/rw.

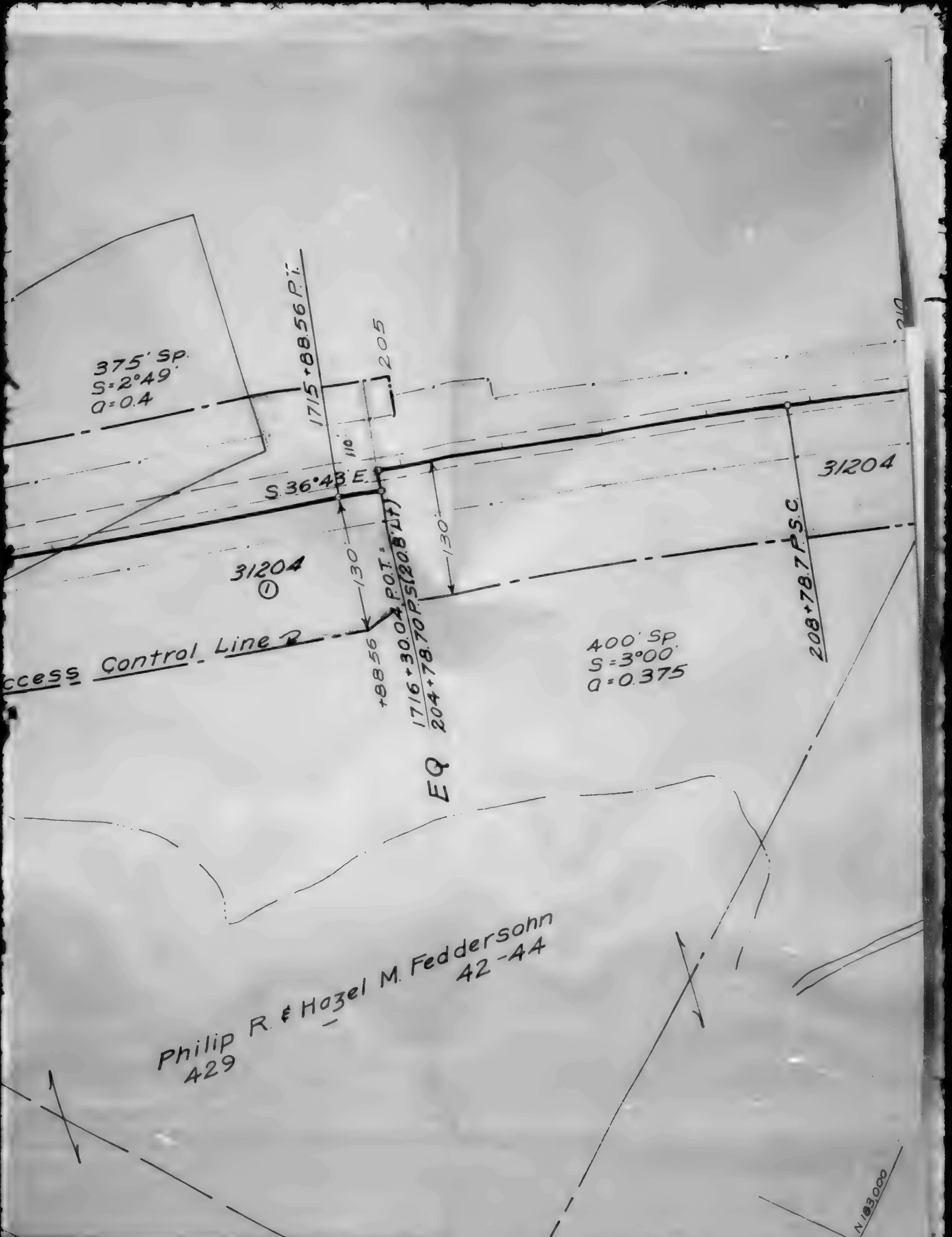

Relocated
S.P.R.R.
Exist
Hwy
Clayton
Green Sp. Hwy
Creek
29
24
26
25
24
25
19
30
1700
Philip R. & Hazel M
429
1680
1685
+00
.10
140'
20
31204 ①
+00
+00
RR² 210' Sp.
S=4°12'
a=1.9
RR946+57.2 E.C.
RR944+47.2 CC T.Ah.=
RR₂945+02.17 PCS Bk.
RR₂
4°C.R.
TΔ=19°27'
T₁=249.32'
T₂=346.85'
RR941+76.4 CC
R²941+20.92 P.C.C.
RR² 943+70.24 P.I.
N. 186,483.62
E. 1,417,558.26
170
P.S.C.
170'
190'

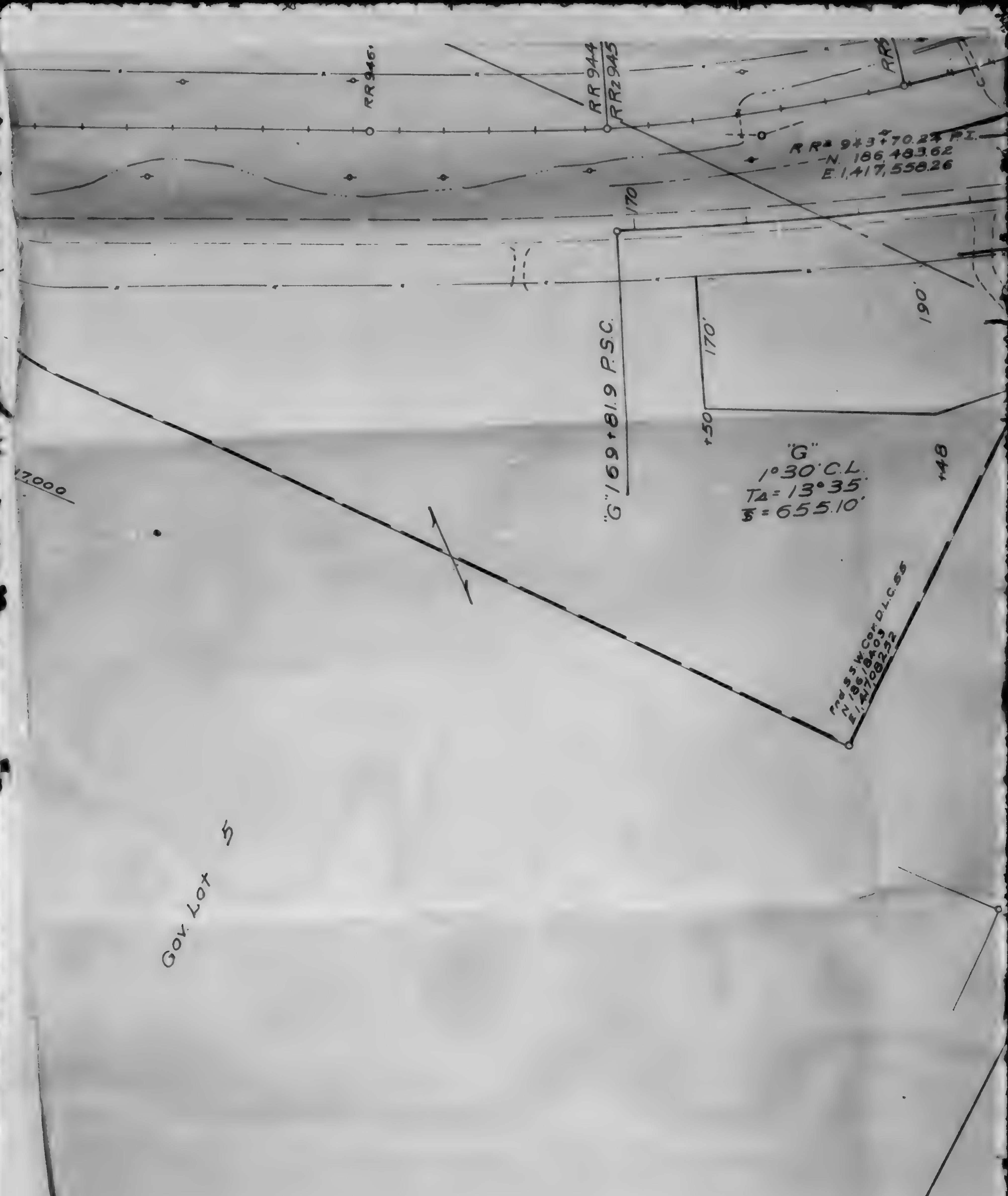

azel M. Feddersohn
42-44
D.L.C. NO. 55
For R.R. Crossing See 8B-16-16
GOV Lot A
RR2
200 SP.
S=8°00
934+67.87 P.O.T.
1+05.85 P.O.T.
63.35 P.I.
RR2 932
100
N.62°29'W
3.35 P.C.S.
50.5 C.C.
1685
+00
90
RR2 936+17.59 P.S.
RR2
200 SP.
S=5°00
RR2 938+17.59 P.S.C.
RR2
5° C.R.
TΔ=20°10'
T1=207.98
T2=299.79
RR2 941+20.92 P.C.
+66.4 B.C.T.
N.42°11'W
RR2 939+17.38 P.T.
N.186,146.87
E.1,417,887.10
E.1,418,00
R.R. Encher. Map
8B-16-16
31204 ③
⑥
50
180
175
140
P.I.
87.5 P.C.S.
178+87.5 P.T.
"G"
400 SP.
S=3°00

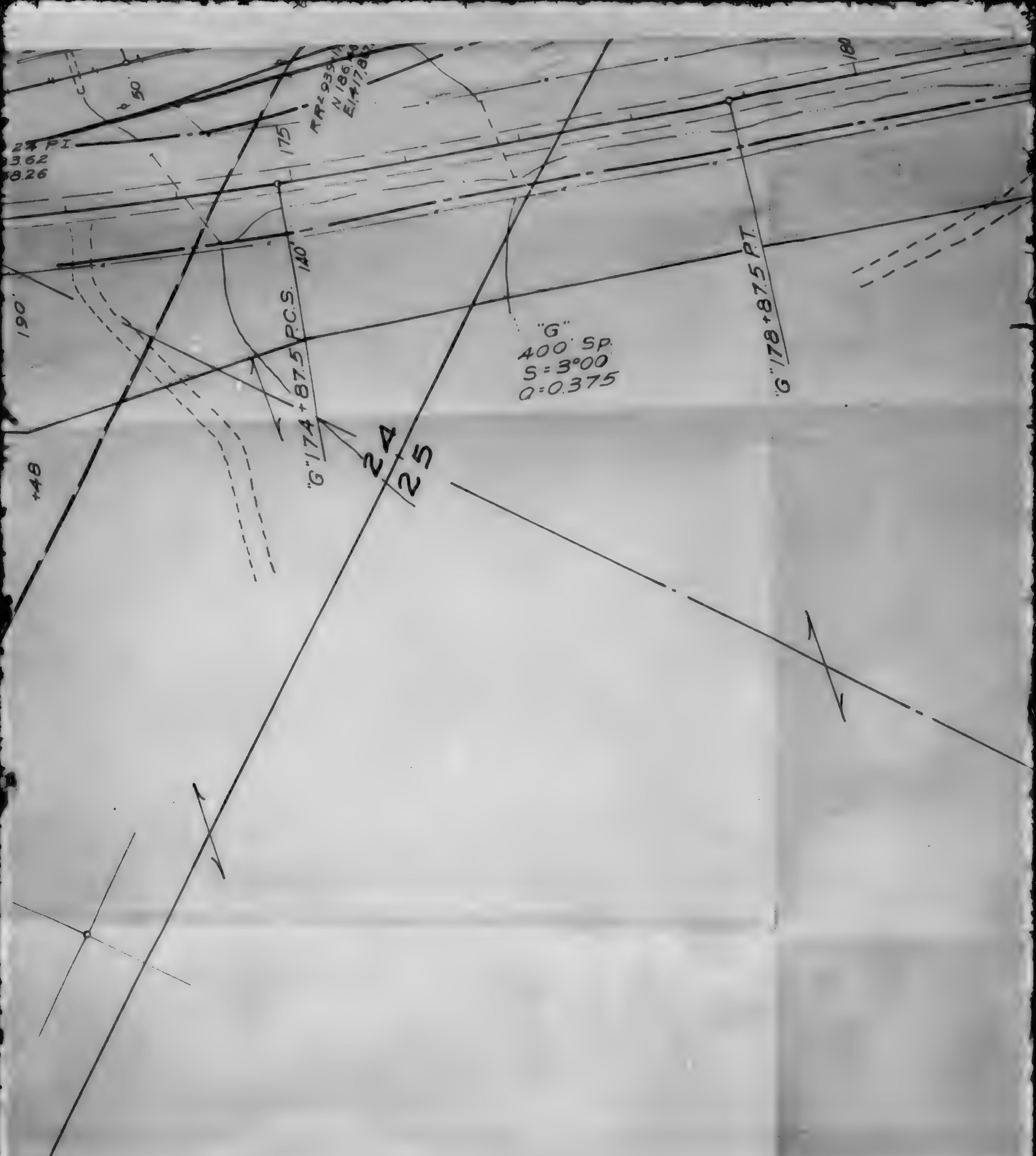

RR² 928+73.8 P.I.
N.185,646.36
E.1,418,833.77
RR² 930+33.5 P.C.S.
Trench Silo
31204 ⑥
RR² 926+39.50 P.S.C.
RR²
200' SP.
S=8°00'
O=40
RR² 922+39.50 P.S.
100'
50'
RR²
B.C.L.
TA=49°54'30"
T=434.30'
31205
31204 ⑦
30+00.5 T.S.
+50
RR² 927+07 C.C.
RR 928+07 E.C.
N 63°23'30" W
1695
RR²
RR² 931+50.5 C.C.
+35
RR 923+70 C.C.
R.R. 922+65.78 C.C.
N.185,289.82
E.1,418,678.96
1700
Anchr. Map
8-16-16
31204
①
120'
130'
31206 ①
Clayton Creek
+00
190
185
S 36°43' E
140'
31204 ②
+50


RR922+857 P.O.T.
100'
50'
R.R. 922+85.78 C.T.
N. 185,000
E. 1,419,000
N. 12°44'30" W
RR 920+129 C.C. T.
1704+42.56 P.S.
1705
375' Sp.
S=2°49'
a=0.4
1708+17.56 P.S.C.
1°30
TΔ=11°
T=57
1710
Deed RW 2554
441-38
S25°09'E
S32°3
195
190
190
①
31204
180
150
185
+75
+00
"G" 190+95.28 P.S.
"G" 192+95.28 P.S.C.
"G" 195+09.45 P.C.S.
"G" 197+09.45 P.T.
"G"
200' Sp.
S=1°00'
a=0.5
"G"
1°C.R.
TΔ=4°08'30"
T=307.18'
"G"
200' Sp.
S=1°00'
a=0.5
19
30
24
25
1700
Reloc.
S.P. RR
EXIST. HWY.
30
56
25
30
Louise L. Serpa


RR913+32.9 CC
RR912+12.98 CT2
1712+13.56 P.C.S.
375' Sp.
S=2°49'
a=0.4
1715+88.56 P.T.
205
1°30' C.L.
TΔ=11°34'
T=574.51'
1710
110'
S.36°43'E.
130'
31204
①
32°34'30"E
130'
Access Control Line
1716+30.04 P.O.T.=
204+78.70 P.S.(20.8' Lt.)
+88.56
130'
400
S=3
a=0
"G" 199+72.88 P.O.T.=
1711+25.0 P.O.C.(32' Lt.)
1710+17.07 P.I.
N.184,209.81
E.1,419,078.56
EQ
Philip R. & Hazel M. Feddersohn
42-44
429

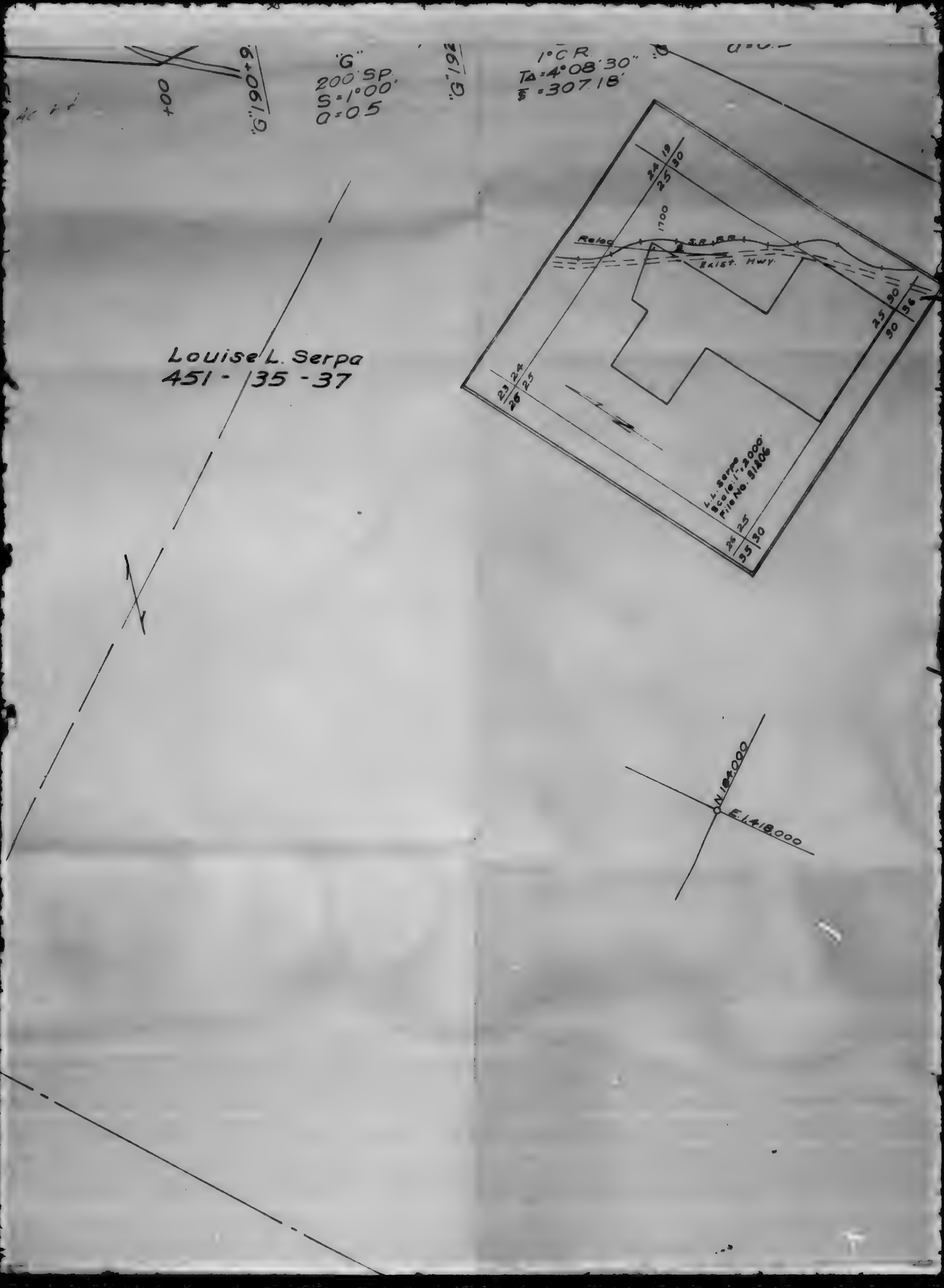

375' Sp.
S=2°49'
a=0.4
1715+88.56 P.I.
205
210
110
S.36°43'E.
31204
31204
①
130
130
ccess Control Line
+88.56
1716+30.04 P.O.T.=
204+78.70 P.S.(20.8' Lt)
208+78.7 P.S.C.
400' Sp.
S=3°00'
a=0.375
EQ
Philip R. & Hazel M. Feddersohn
42-44
429
N183000

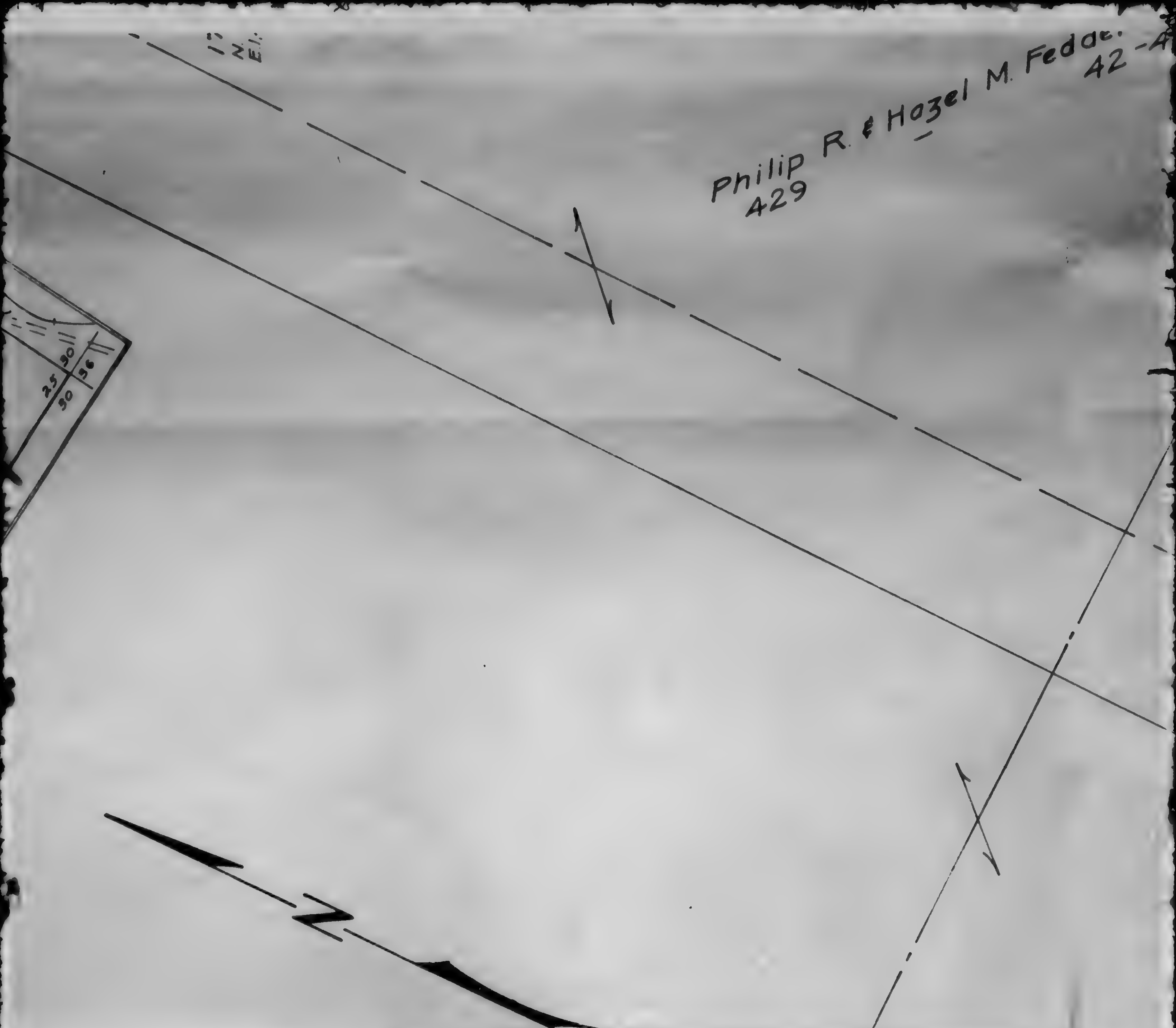

RR 946
RR 944
RR₂ 945
RR
RR² 943+70.24 P.I.
N. 186,483.62
E. 1,417,558.26
170
170'
190'
"G" 169+81.9 P.S.C.
+50
+48
"G"
1°30' C.L.
T∆ = 13°35'
T = 655.10'
Fnd S.S.W. Cor. D.L.C. 56
N. 186,8409
E. 1,417,0825.2
17,000
Gov. Lot 5

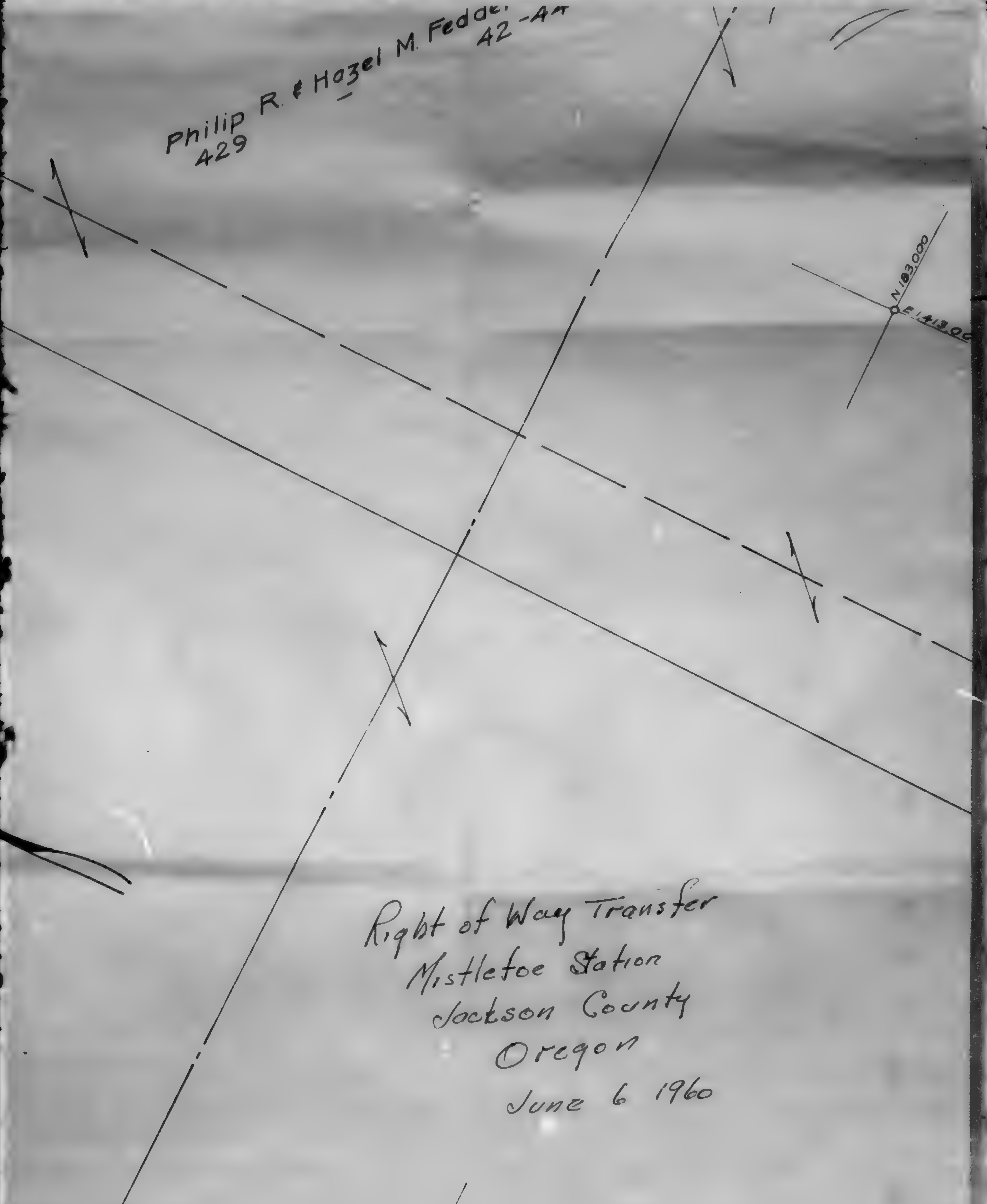


22 P.I.
3.62
8.26
50
175
RR∠939.11
N 186.
E1,417,8
180
140'
190'
P.C.S.
"G" 174+87.5
+48
"G"
400' SP.
S=3°00
Q=0.375
"G" 178+87.5 P.T.
24
25

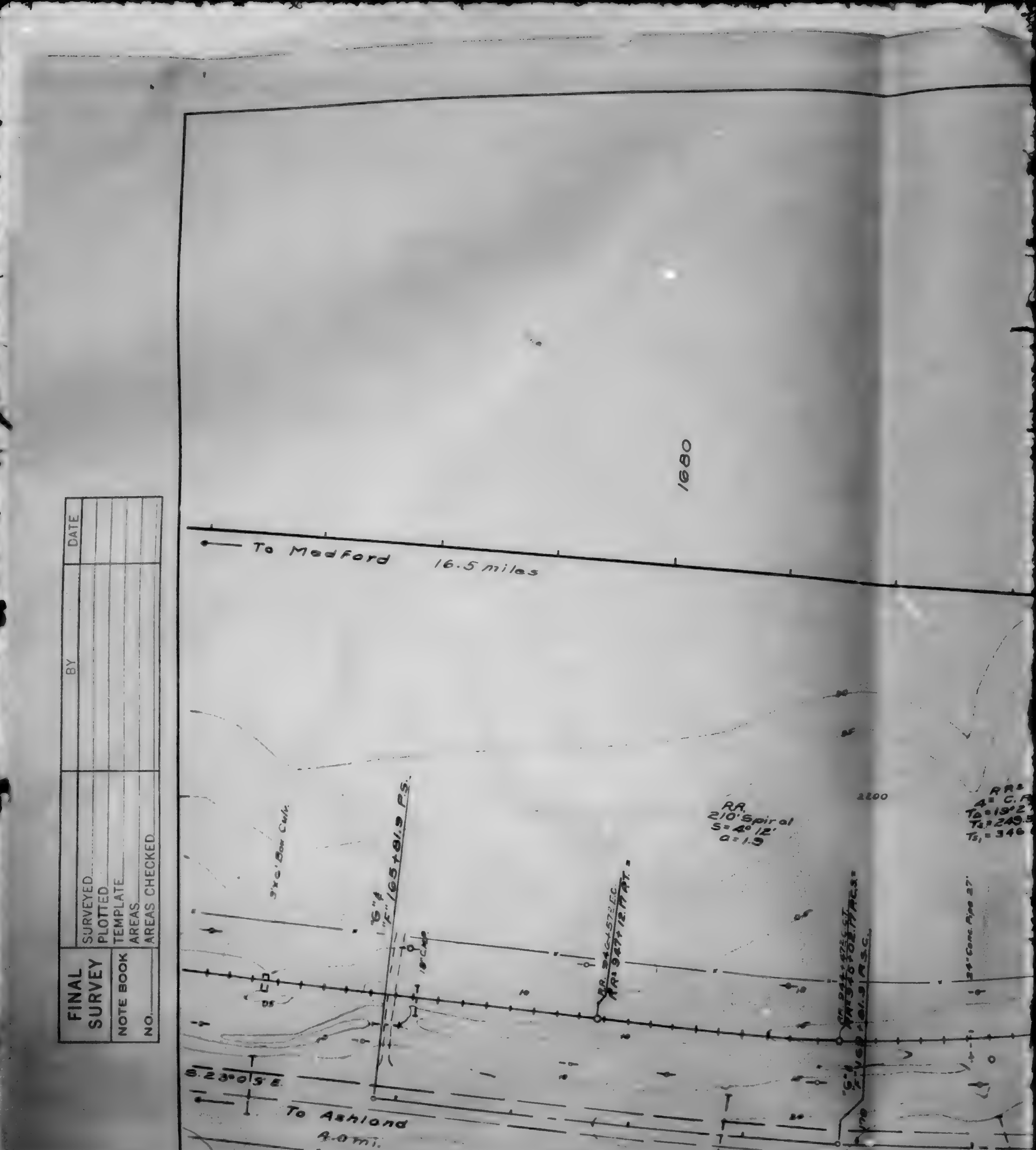
31204 ②
+50

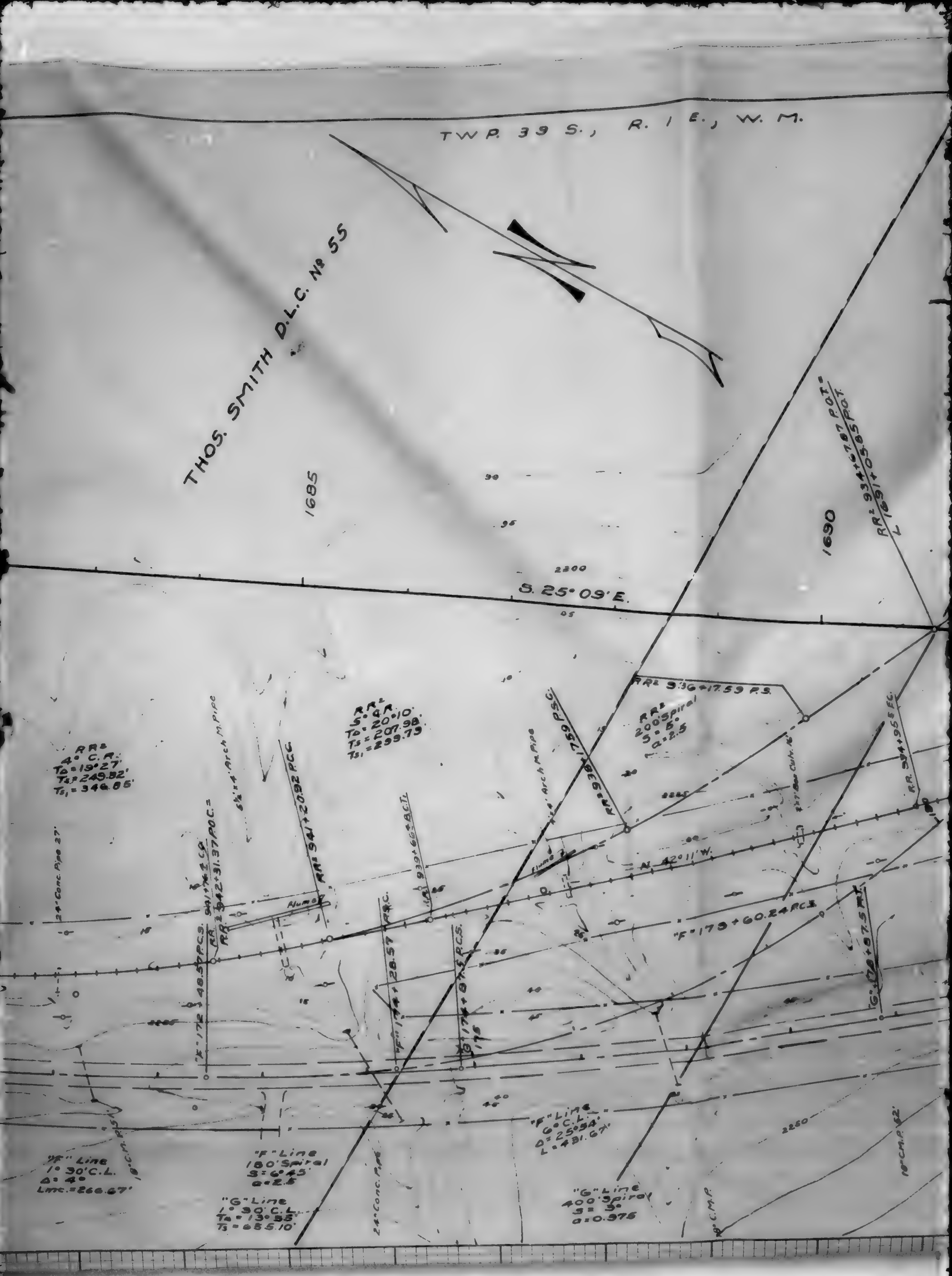

"G"190+9
+00
"G"
200 SP.
S=1°00'
a=0.5
"G"192
1°C.R.
TΔ=4°08'30"
T=307.18'
Louise L. Serpa
451 - 35 - 37
24 19
25 30
1700
Reloc. S.R. 88
Exist. Hwy.
25 30
30 36
23 24
26 25
L.L. Serpa
Scale: 1"=2000'
File No. 51806
25
26 30
35
N.184,000
E.1,418,000

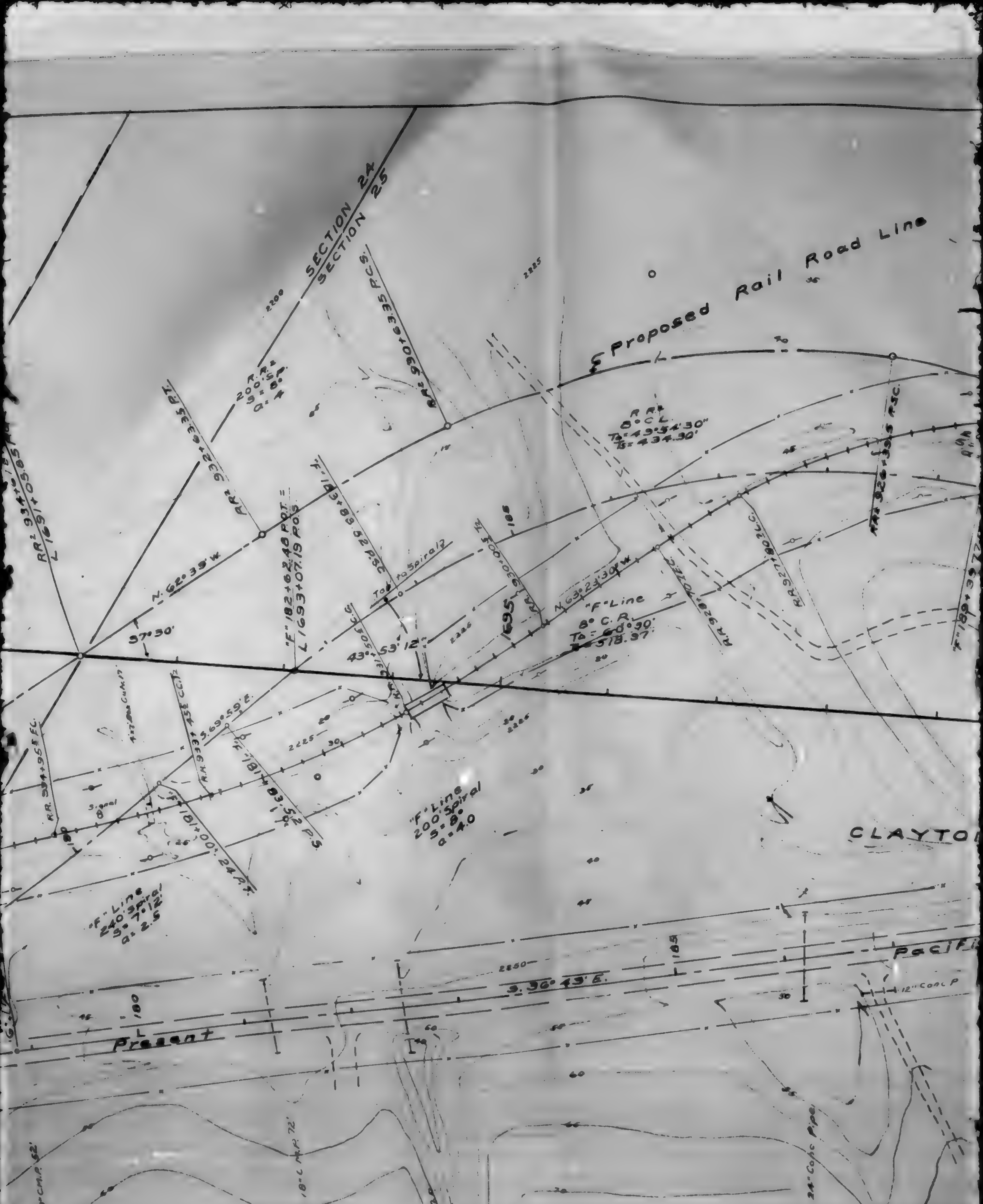
Philip R. & Hazel M. Fedde
42-A
429
25
30
30
36
Z
Right of Wa
Mistletoe
Jackson
Or
Ju



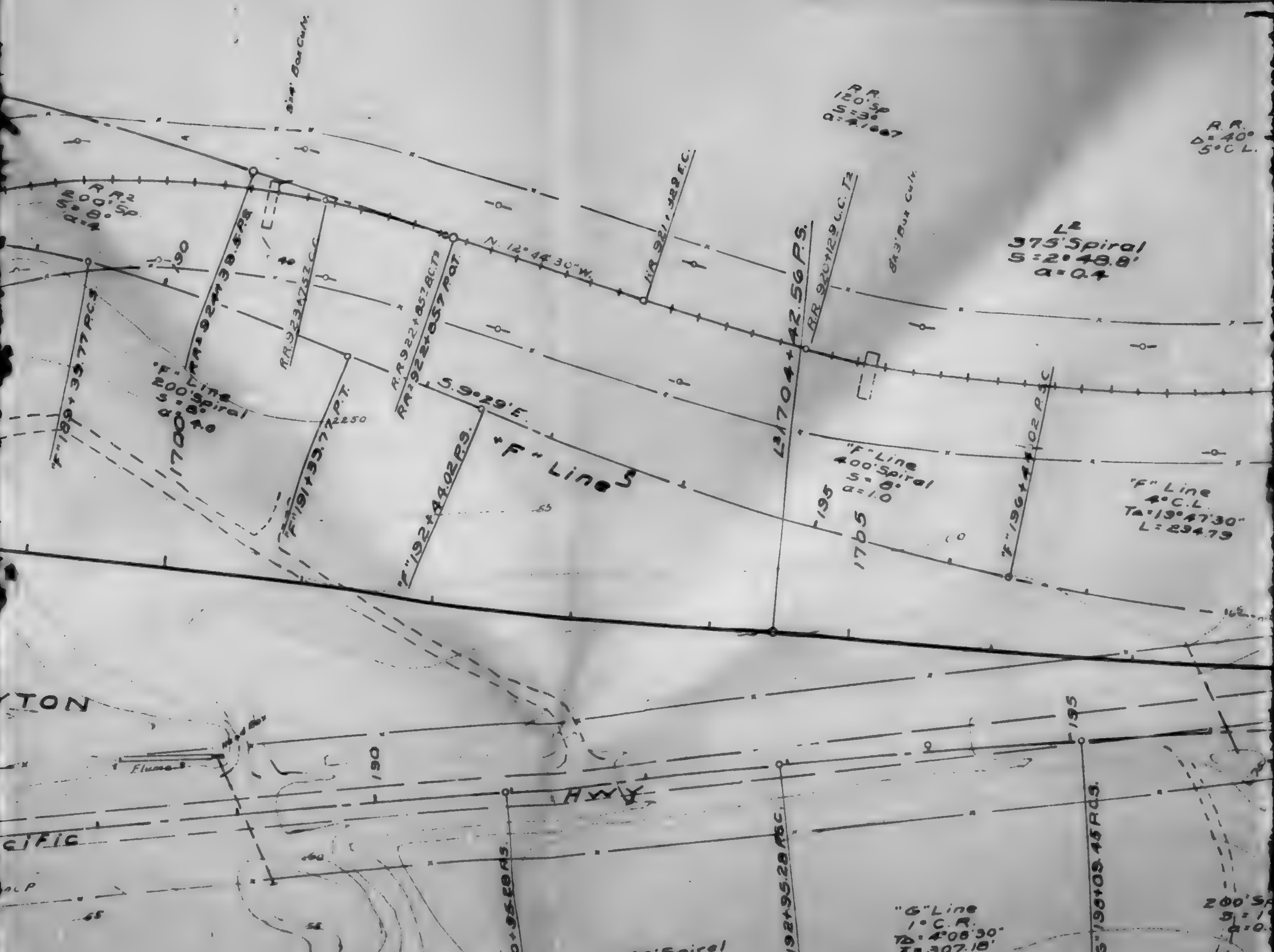
Right of Way Transfer
Mistletoe Station
Jackson County
Oregon
June 6 1960

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE
1680
To Medford 16.5 miles
RR. 210' Spiral S=4°12' a=1.9
2200
3'x6' Box Culv.
"G" & "F" 165+81.9 P.S.
18" CMP
24" Conc. Pipe 27'
S.23°05'E.
To Ashland 4.0 mi.
12" CMP 80'
"G" & "F" Lines 400' Spiral S=3° a=0.375'
18" CMP 51'
"F" Line 1°30' C. Δ=4° Lmc.=266.
RR= 4° C. Tc=19°2 Ta=249.5 Ts=346


TWP. 39 S., R. 1 E., W. M.
THOS. SMITH D.L.C. Nº 55
1685
1690
RR² 934+67.87 P.O.T.=
L 1691+03.85 P.O.T.
S. 25° 09' E.
2200
90
95
05
10
2225
2250
RR² 936+17.59 P.S.
RR²
200' Spiral
S = 5°
a = 2.5
RR² 938+17.59 P.S.C.
Arch M. Pipe
RR²
5° C.R.
To = 20°10'
Ts = 207.98'
Ts₁ = 299.73
RR² 941+20.92 P.C.C.
5½' x 4' Arch M. Pipe
RR²
4° C.R.
To = 19°27'
Ts = 249.82'
Ts₁ = 346.85'
24" Conc. Pipe 27'
RR. 941+74.2 C.G.
RR. 942+31.37 P.O.C. =
R.R. 939+66± B.C.T.
Flume
Flume
N. 42° 11' W.
7'x7' Box Culv.
R.R. 934+95± E.C.
"F" 173+60.24 R.C.S.
G 178+87.5 R.T.
"F" 172+48.57 P.C.S.
"F" 174+28.57 R.C.
G 174+87.5 P.C.S.
"F" Line
1° 30' C.L.
Δ = 4°
Lmc. = 266.67'
18" C.M.P. 51'
"F" Line
180' Spiral
S = 6°45'
a = 2.5
"G" Line
1° 30' C.L.
To = 13°55'
Ts = 655.10'
24" Conc. Pipe
"F" Line
6° C.L.
Δ = 25°54'
L = 431.67'
"G" Line
400' Spiral
S = 3°
a = 0.976
18" C.M.P.
18" C.M.P. 52'
15
20
25
30
35
40
45


SECTION 24
SECTION 25
℄ Proposed Rail Road Line
RR= 934+05.85
L 1691+05.85
R.R.= 200' Sp. S= 8° a= 4
RR= 930+63.35 P.C.S.
RR= 932+63.35 P.T.
N. 62° 35' W.
37°30'
"E" 182+62.48 P.O.T. = L 1693+07.19 P.O.S.
R.R. 8° C.L. Ta= 43°54'30" 434.30'
N. 63°23'30" W.
"F" Line 8° C.R. Ta= 60°30' 518.37'
43°53'12"
695
Tan to Spiral
2200
2225
2226
CLAYTO
"F" Line 200' Spiral S= 8° a= 4.0
"F" Line 240' Spiral S= 7°12' a= 2.5
Signal
2850
S. 36° 43' E.
189
180
Pacifi
12" Conc P
Present ℄
18" C.M.P. 62'
18" C.M.P. 72'
18" C.M.P.
24" Conc Pipe

FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	

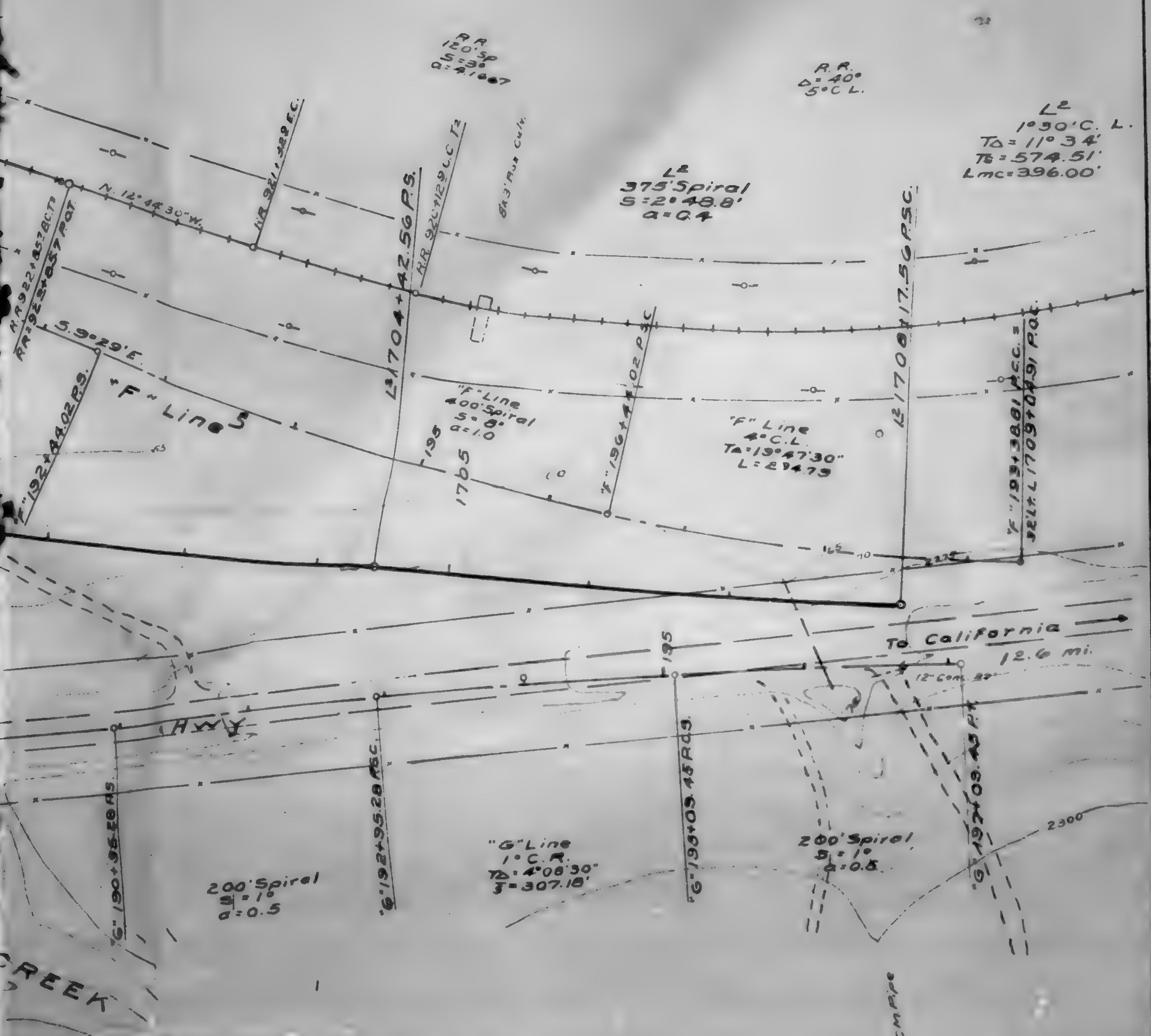


MAP

Scale: 1" = 100'

U.S.C.&G.S. 1947 Datum

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



MAP

Scale: 1" = 100'

U.S.C.&G.S. 1947 Datum

ORIGINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

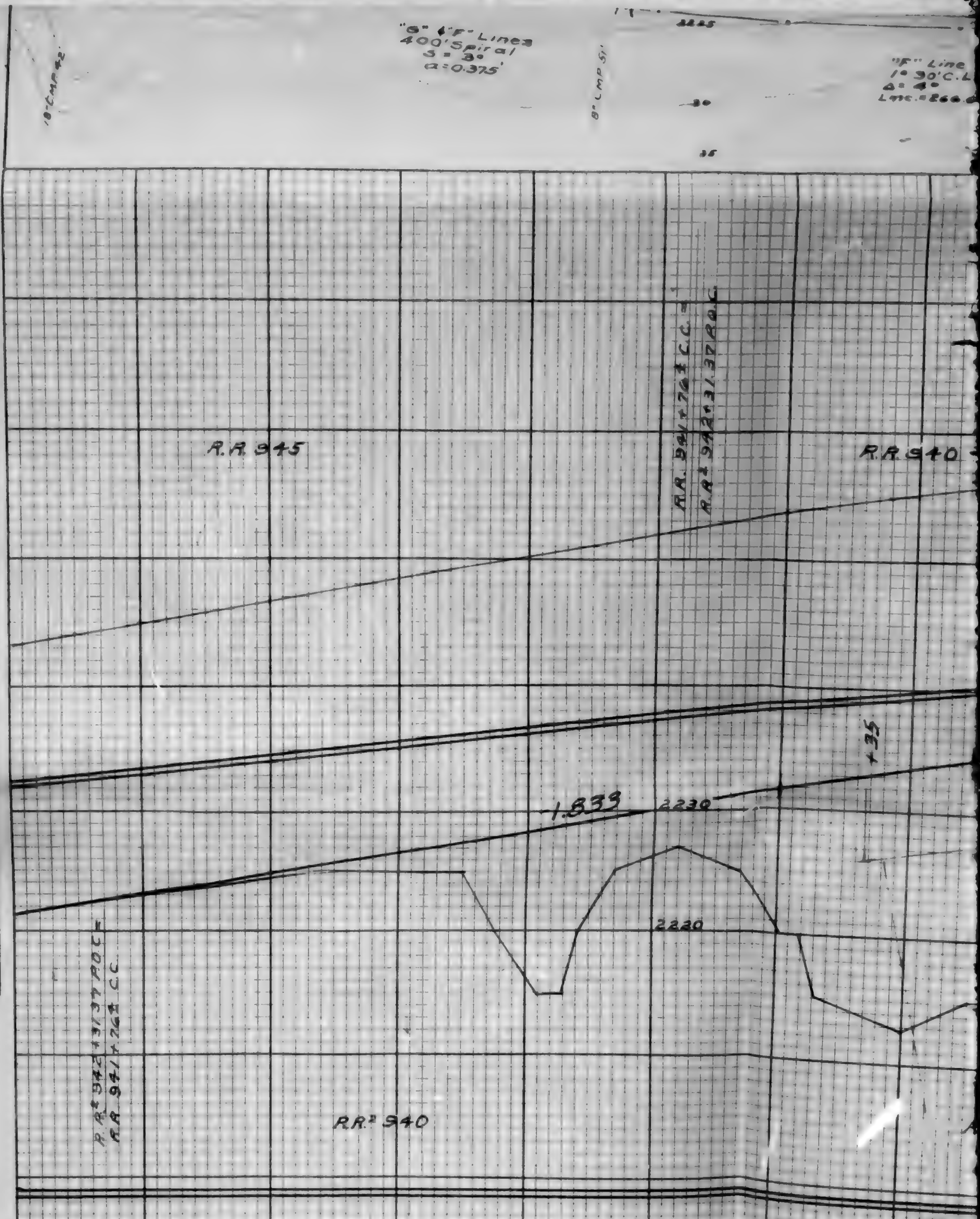
TEMPLATE

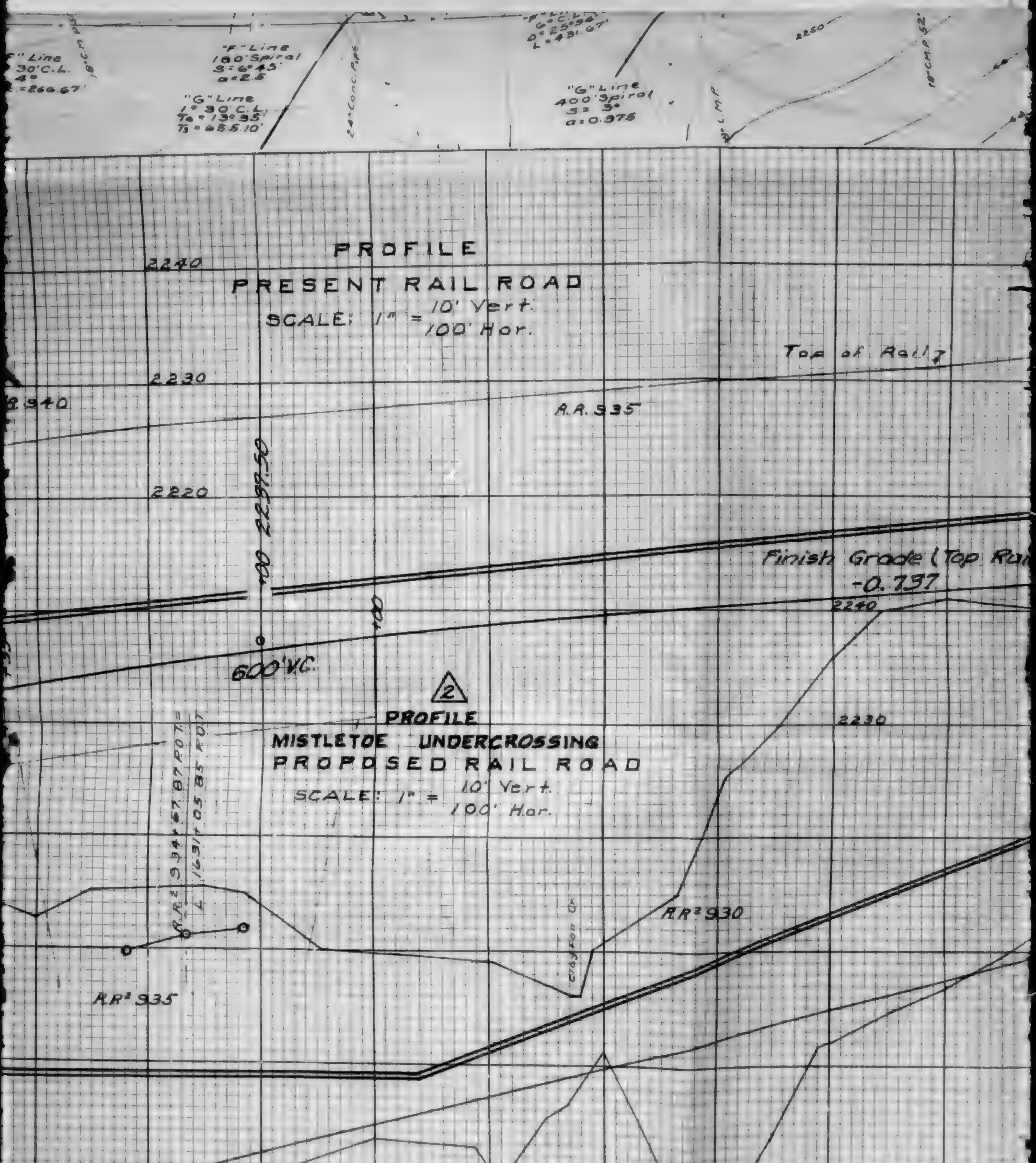
AREAS

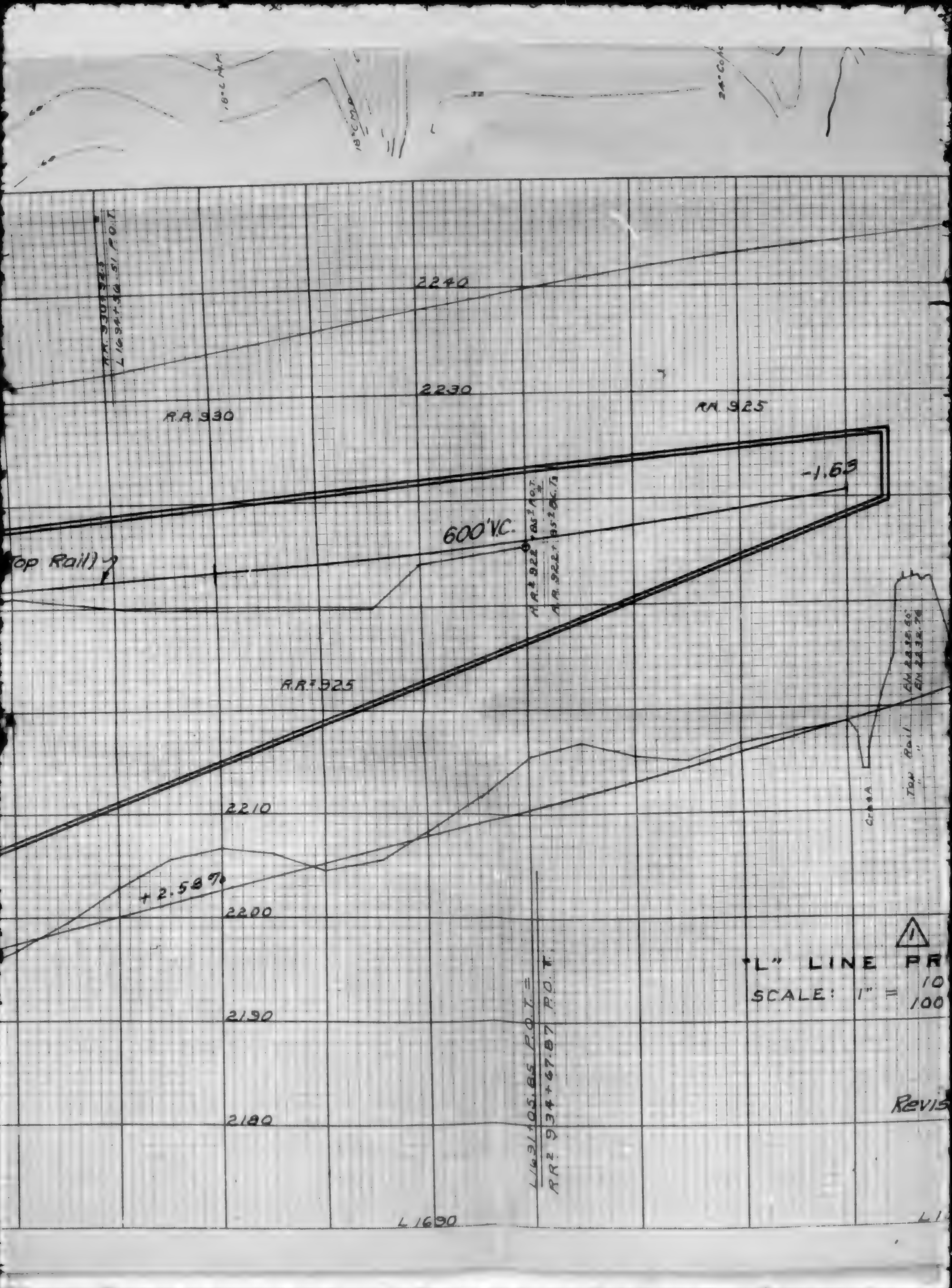
AREAS CHECKED

BY

DATE

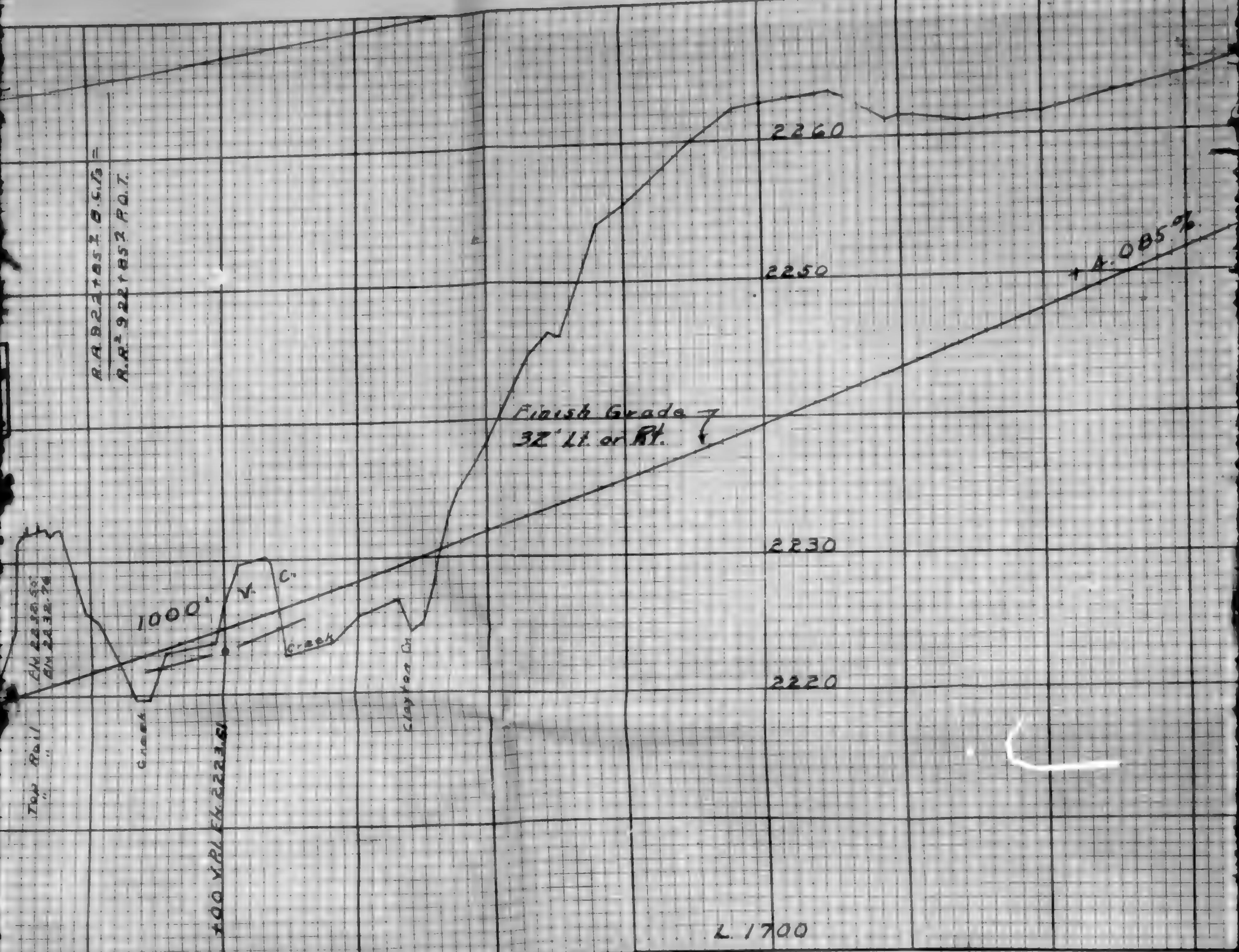



"F" Line
30'C.L.
4°
=266.67'
18"C.M.P.
"F" Line
100' Spiral
S=6°45'
a=2.5
"G" Line
1°30'C.L.
Ta=13°35'
Ts=655.10'
24" Conc. Pipe
"F" Line
6°C.L.
D=25°54'
L=431.67'
"G" Line
400' Spiral
S=3°
a=0.975
C.M.P.
2250
18"C.M.P.
PROFILE
PRESENT RAIL ROAD
SCALE: 1" = 10' Vert. / 100' Hor.
2240
2230
2220
R.940
Top of Rail
R.R. 935
+00 2237.50
+00
Finish Grade (Top Rai
-0.737
2240
600' V.C.
2
PROFILE
MISTLETOE UNDERCROSSING
PROPOSED RAIL ROAD
SCALE: 1" = 10' Vert. / 100' Hor.
2230
R.R.² 934+67.87 P.O.T. =
L 1631+05.85 P.O.T.
R.R.² 935
Clayton Cr.
R.R.² 930
L 1680
L 1685


18"C.M.P.
18"C.M.P.
24"Conc
R.R. 930+32.3
L1694+34.51 P.O.T.
2240
2230
R.R. 930
R.R. 925
-1.63
600' V.C.
R.R.² 922+85.² P.O.T.
R.R. 922+95.² P.C.T.
(Top Rail)
R.R.² 925
El. 2235.90
El. 2232.74
Top Rail
Grd.
+2.58%
2210
2200
2190
2180
L1631+05.85 P.O.T. =
RR² 934+67.87 P.O.T.
L1690
L1
"L" LINE PR
SCALE: 1" = 10
100
Revis

MAP

Scale: 1" = 100'
U.S.C.&G.S. 1947 Datum



1
PROFILE
10' Vert.
100' Hor.

Revised 12-1-59
1 "L" Line Profile
2 Proposed Rail Road Profile

L1695

Br# 8748

OREGON STATE HIGHWAY D
PACIFIC HIGHWAY JACK

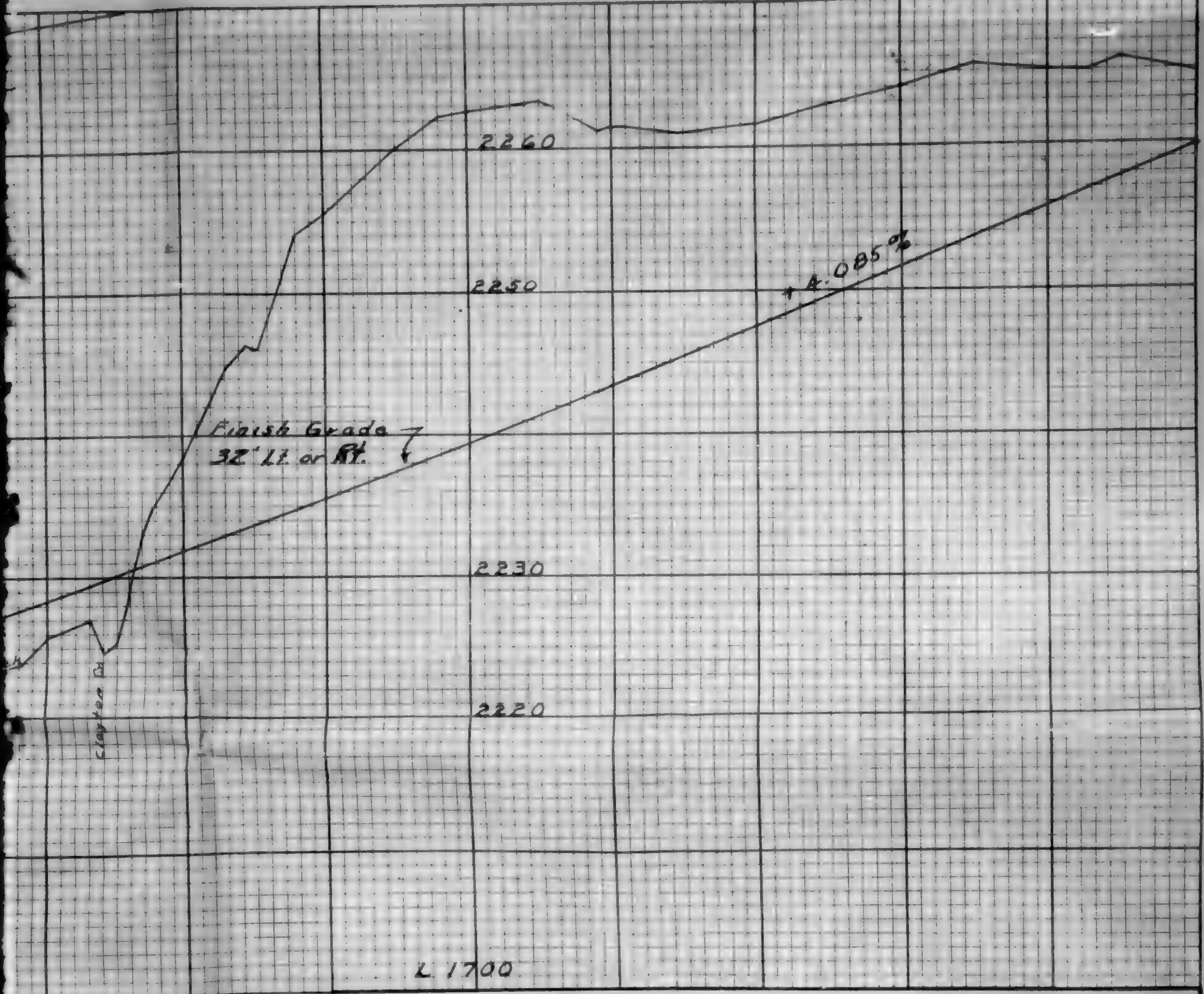
VALLEY VIEW ROAD – SOUTH AS
SEVEN OAKS – ASHLAND
P.U.C. VICINITY MAP &
(MISTLETOE) UNDER CROSSING

W. B. MERRILL, LOC. ENGR.

Dwg #14

MAP

Scale: 1" = 100'
U.S.C.&G.S. 1947 Datum



"L" Line Profile
Proposed Rail Road Profile

Br# 8748

OREGON STATE HIGHWAY DEPARTMENT

PACIFIC HIGHWAY JACKSON COUNTY

VALLEY VIEW ROAD – SOUTH ASHLAND UNIT

SEVEN OAKS – ASHLAND SECTION

P.U.C. VICINITY MAP & PROFILE

(MISTLETOE) UNDER CROSSING at L1691

W. B. MERRILL, LOC. ENGR. Dwg #14484 1959

RECEIVED
FORM E 30X 50M 2-60
FOR FILES
I-5
229

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 4, 1960

To: MEMO TO THE FILES

SUBJECT: Valley View Road-Mistletoe
Pacific Highway

Mr. Cooper, this date, instructed this office to get a job ready for the railroad revision at Mistletoe. The job is to be essentially the embankment and structure required for the railroad revision. Source of the materials for the railroad embankment will be from the interstate roadbed.

In this connection, it will be necessary to prepare maps, typical sections, and so forth for the railroad's consideration. It will also be necessary to prepare the right of way descriptions through this section, including descriptions for the property to be exchanged between the State and the railroad.

Discussion with Mr. Paxson and Mr. Cooper indicated that the job should be let as a combination of structure and grading. Mr. Merchant feels that the bridge can be designed, P.U.C. hearing can be held, and railroad agreement reached by the November 1 contract letting.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

L[illegible]p

cc Forrest Cooper
G. S. Paxson
R. L. Porter
Ivan Merchant
Frank Hall
F. D. Morgan
D. J. Barbee

RECEIVED

RECEIVED
MAR 24 1960

FOR FILING

E-5-1(31)12

15929

March 23, 1960

Mr. W. M. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

On February 29, 1960, I wrote you concerning the proposed Mistletoe crossing south of Ashland and sent you a map and summary of the analysis of the various routes which have been investigated. At that time I advised that we could build a reinforced concrete structure to carry your tracks. We have made preliminary studies and I am attaching copy of our Drawing [illegible]-A, which is a preliminary study showing the plan and elevation of the concrete structure that we propose to build.

Very truly yours,

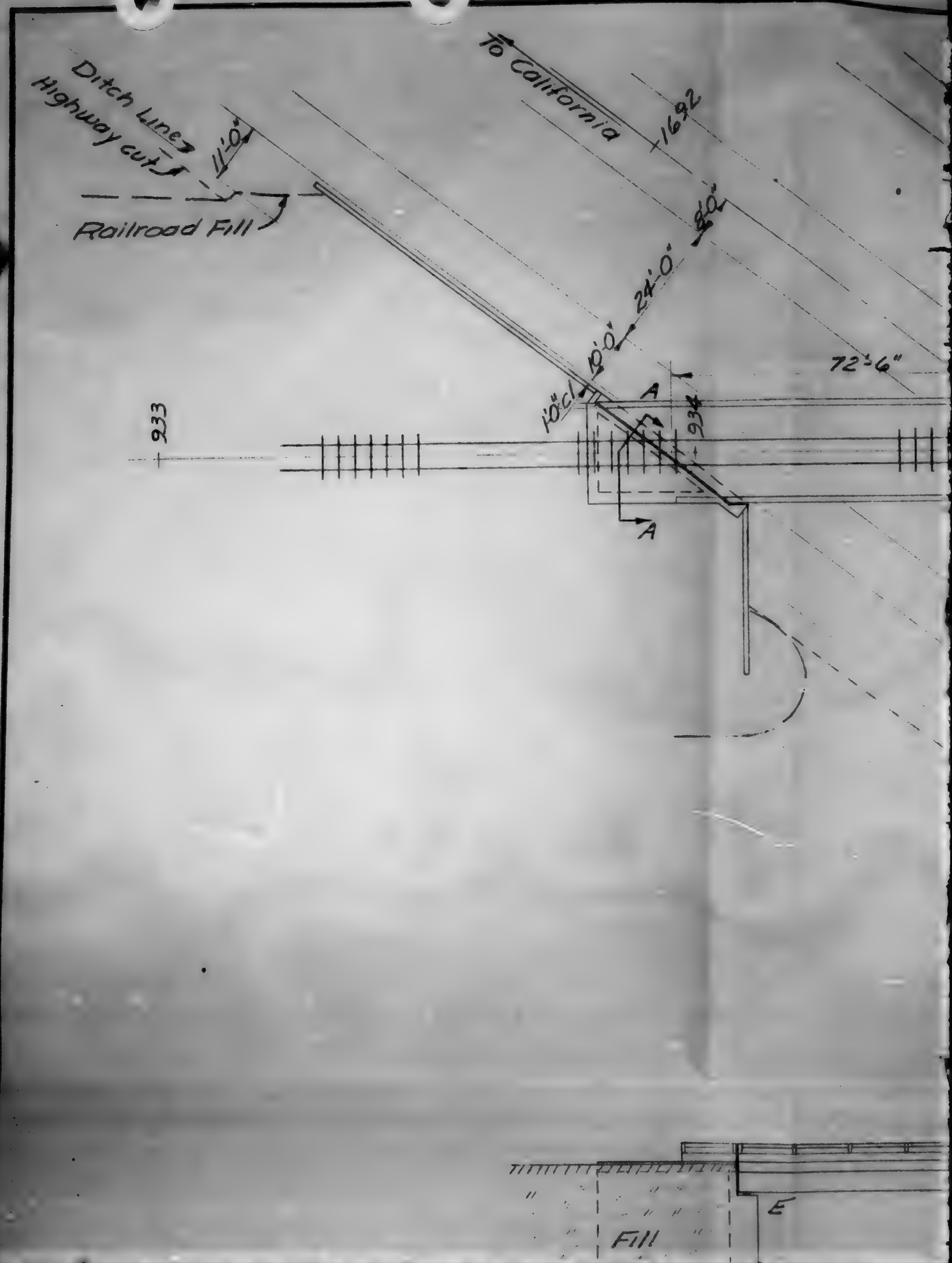
W. C. Williams
State Highway Engineer

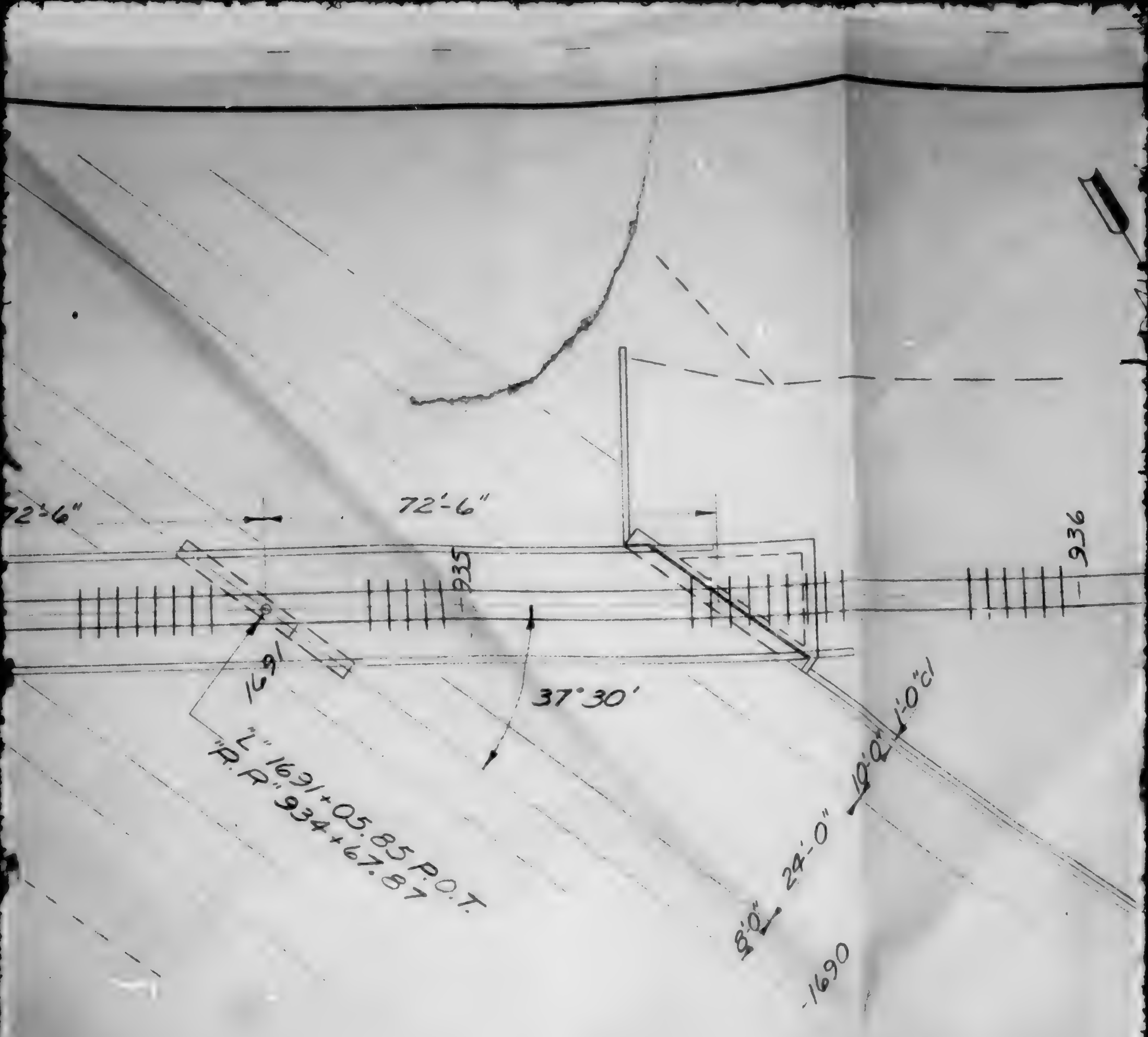
By

G. S. Paxson
Assistant State Highway Engineer

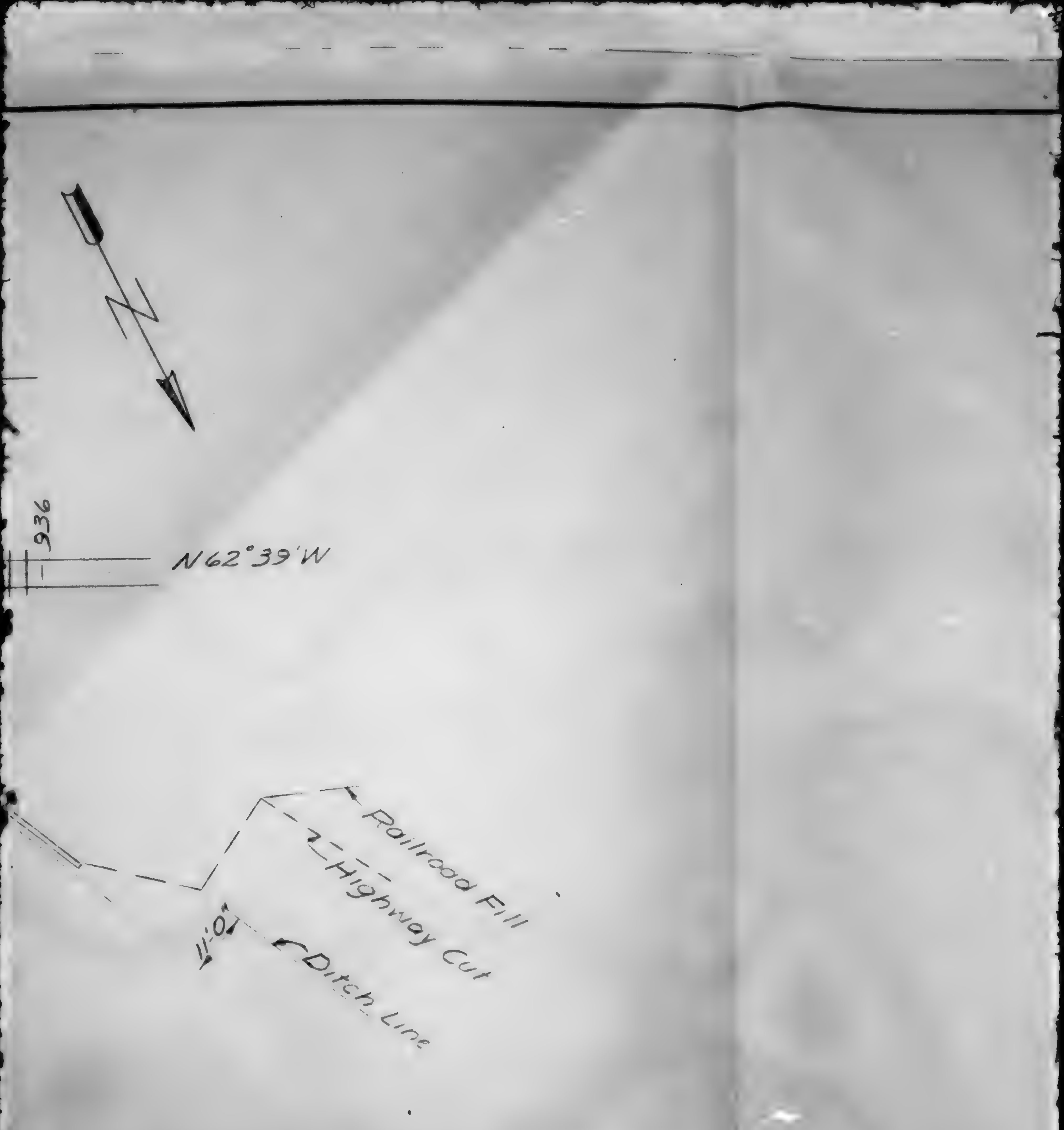
GSP:gm
Attach.
cc Mr. Samuel Burton

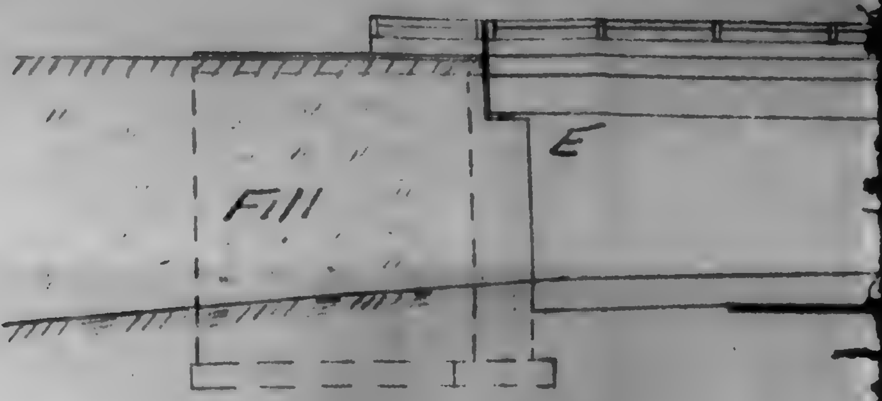
Mr. W. C. Williams
Mr. Tom Edwards

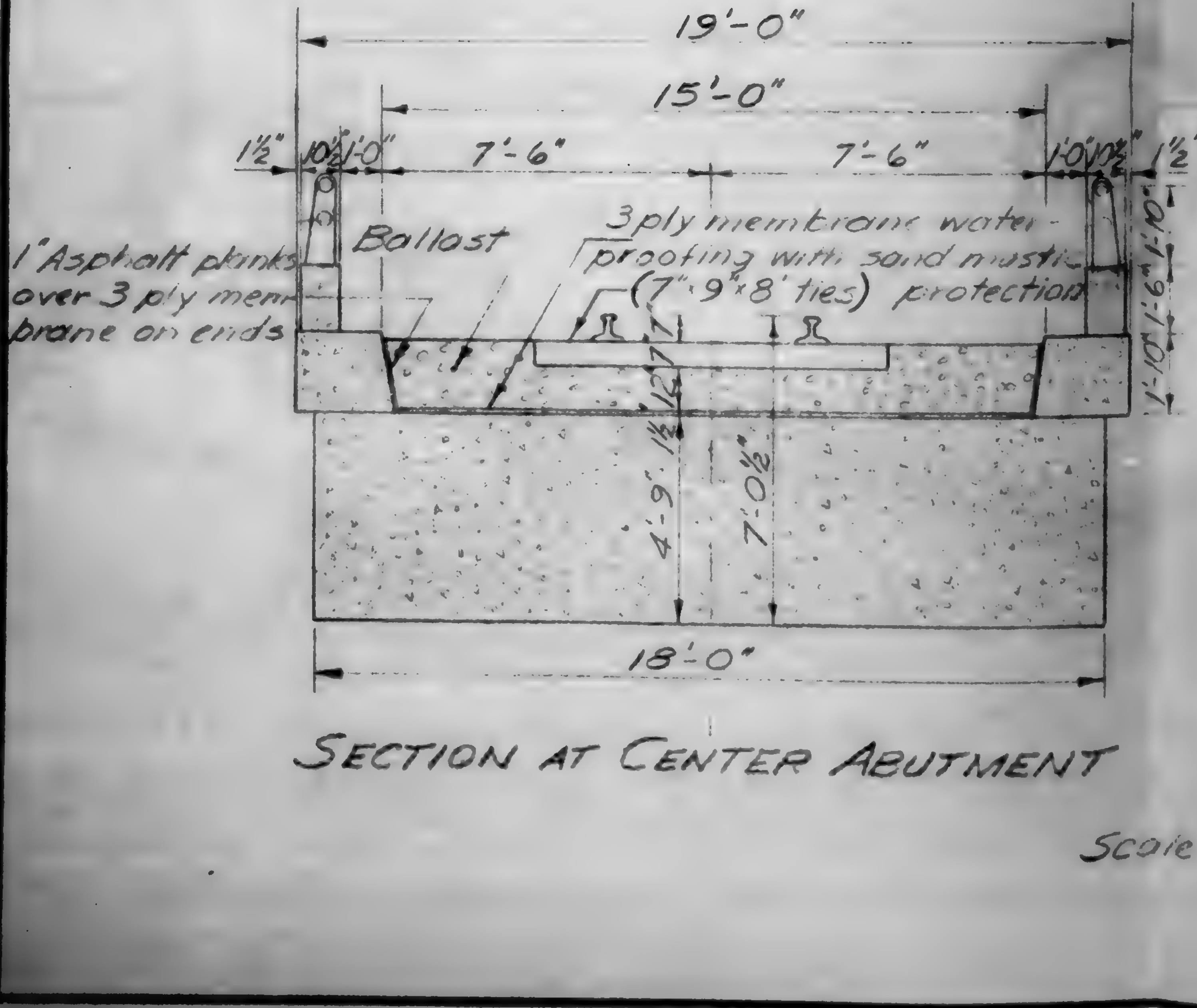

To California
1692
Ditch Line
Highway cut
11'-0"
Railroad Fill
8'-0"
24'-0"
10'-0"
72'-6"
1'-0" cl
A
934
933
A
E
Fill


72'-6"
72'-6"
935
936
1691
37°30'
"L" 1691+05.85 P.O.T.
"R.R." 934+67.87
1'-0"
10'-0"
24'-0"
8'-0"
1690
S 25°09'E
To Medford
F
E
Fill

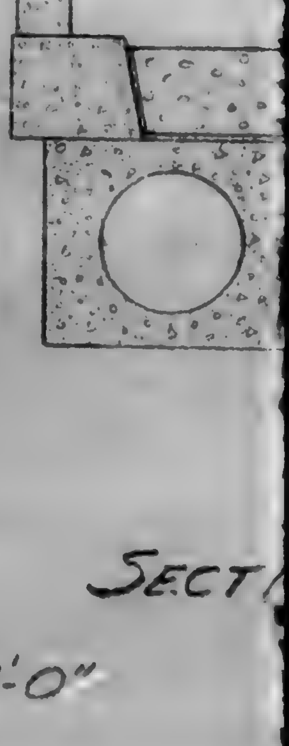
PLAN


N
9.36
N62°39'W
Railroad Fill
℄ Highway Cut
11.0'
Ditch Line
rd
"L" Line



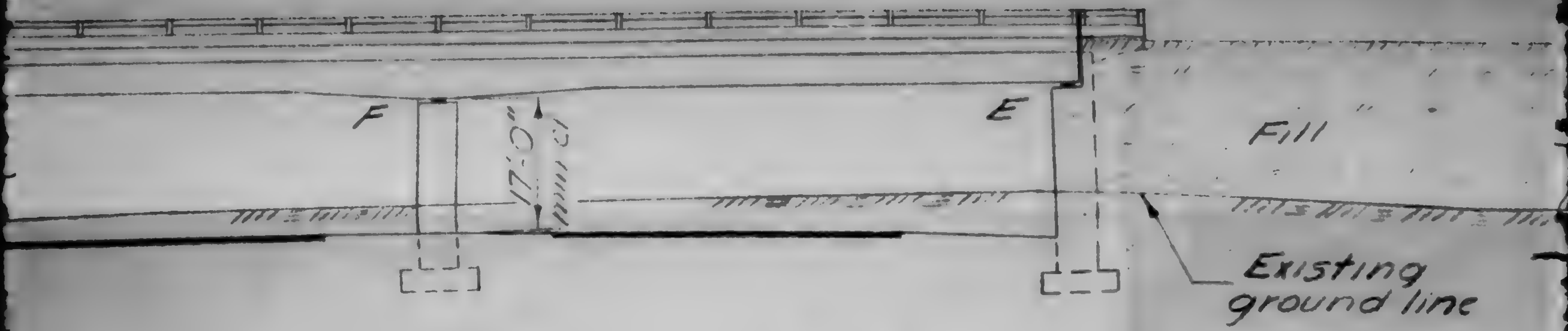


SECTION AT CENTER ABUTMENT



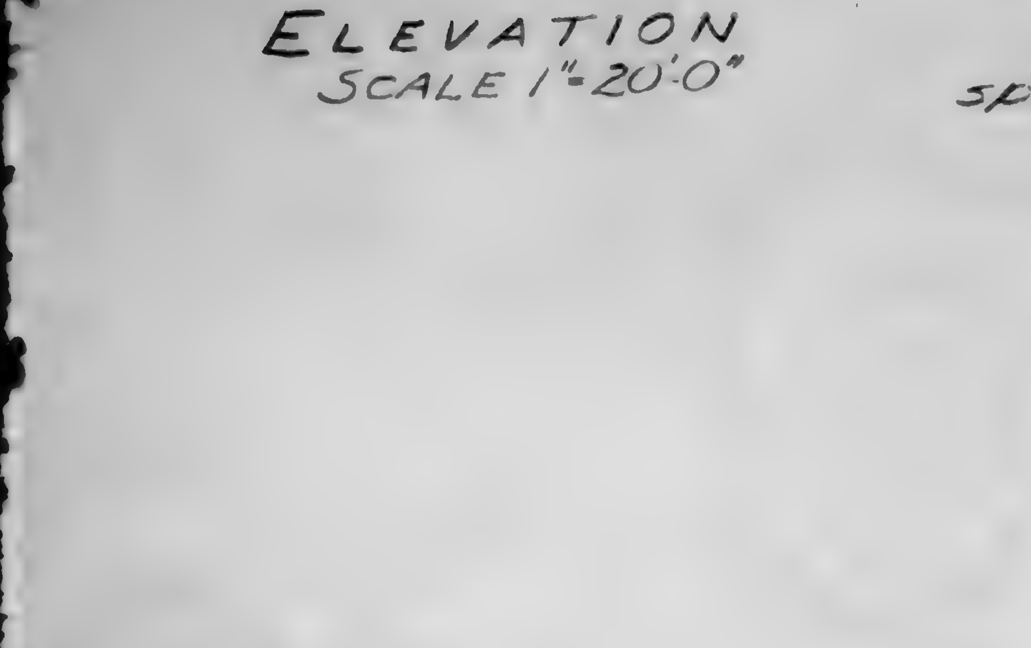
SECT

Scale ¼" = 1'-0"

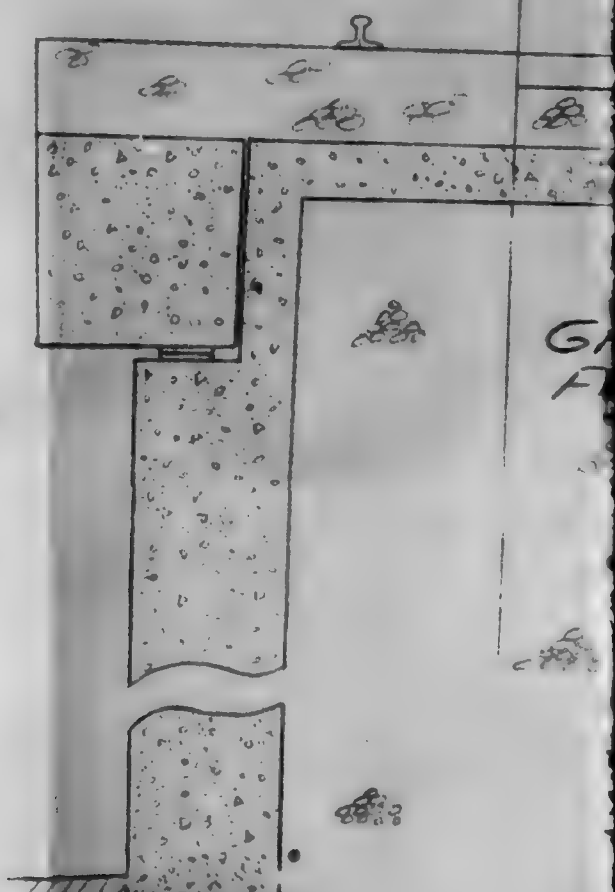


ELEVATION
SCALE 1"=20'0"

NOTE:
No foundation data at this tim
Rock foundation suitable for
spread footings is anticipated.



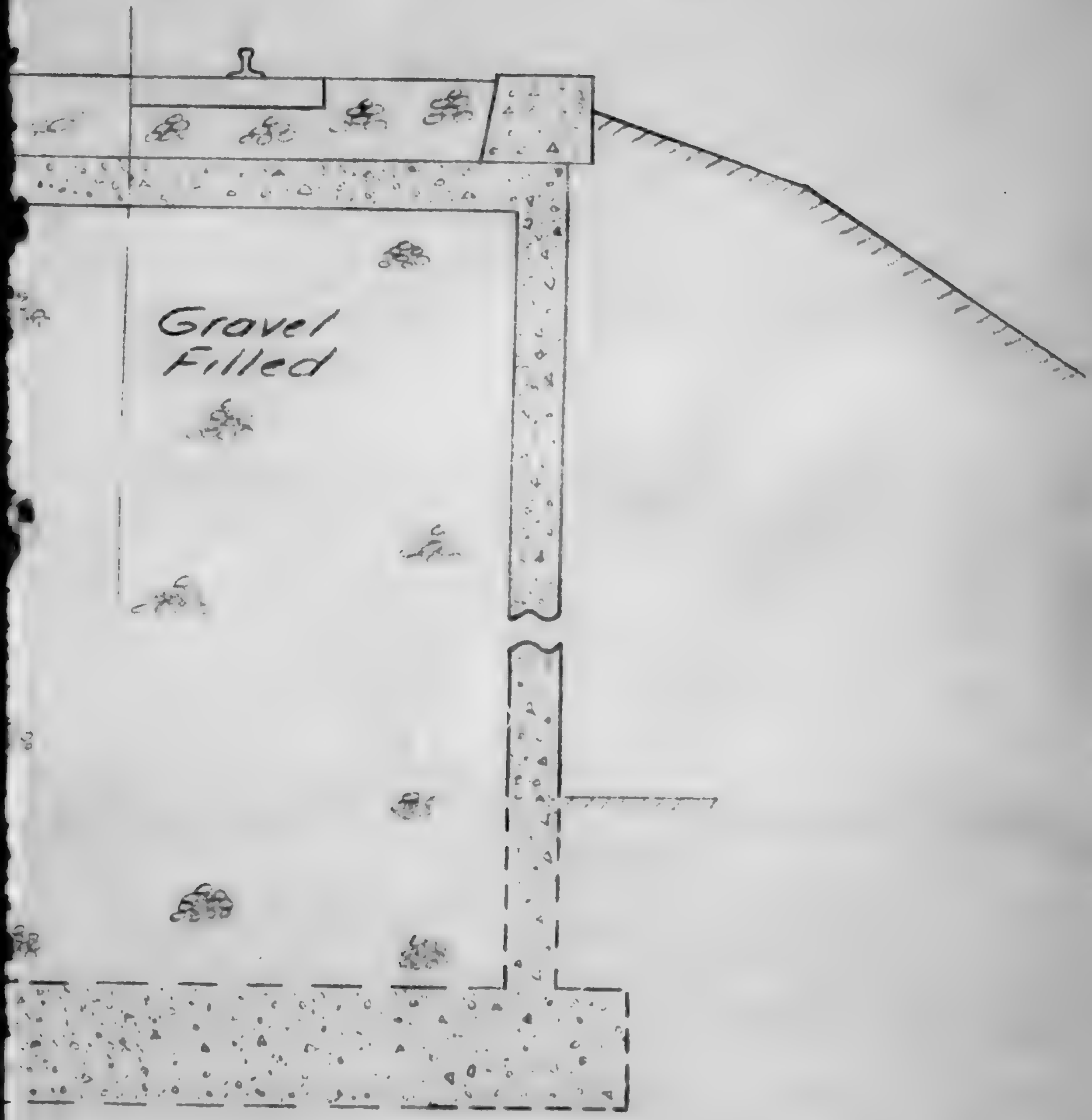
SECTION AT CENTER OF SPANS



SECTIO

g
line

is time.
le for
cated.



SECTION A-A

APPROVED:

BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED

DRAWN JMT

CHECKED

CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PACIFIC HIGHWAY UNDERCROSSING
OF MISTLETOE RAILROAD
JACKSON COUNTY

PRELIMINARY-PLAN & ELEVATION

DATE 3/16/60 BRIDGE NO. 8748

ACCOMPANIED BY DWGS.

SHEET 1 OF 1

DRAWING NO. 8748-A

ROVED:

DGE ENGINEER

'T. STATE HIGHWAY ENGINEER

ATE HIGHWAY ENGINEER

SIGNED .... CHECKED ....

AWN IMT CALC. BOOK ....

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PACIFIC HIGHWAY UNDERCROSSING
OF MISTLETOE RAILROAD
JACKSON COUNTY

PRELIMINARY - PLAN & ELEVATION

DATE 3/16/60 BRIDGE NO. 8748

SHEET 1 OF 1

ACCOMPANIED BY DWGS. ....

DRAWING NO. 8748--A

RECEIVED
MAR 1 1960

FOR FILING

I-5-1(71)1

5929

February 29, 1960

Mr. W. M. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Under date of January 14, 1960, you wrote me suggesting another alternate for the proposed crossing of your Siskiyou Branch near Mistletoe Station south of Ashland.

We have made as thorough an investigation of your suggestion as is practicable without an actual field survey. I am attaching hereto a print from a reconnaissance sketch map entitled "Crowson-Road-Neil Creek Unit, Ashland-California Line Section" and dated February 1960. On this sketch are shown the three routes previously discussed in my letter of January 5 and I have added the profile of the revision which you propose. This is the upper one of the four profiles shown, marked "Route 'A', RR O'xing & RR Revision". You will note that to go over your tracks at this point would require a section of six percent grade, which we, of course, are very anxious to avoid. I am also attaching a print from a contour map of the area made from aerial photographs.

I am attaching a tabulation showing the grade and alignment characteristics of the four proposals studied. The one which you propose in your letter of January 14 is headed "O'Xing (2)". You will note that in addition to the section of six percent grade required, the line is more than $200,000 more costly than the undercrossing line originally proposed.

I would ask that you reconsider the matter of accepting our proposal of the undercrossing line as originally submitted. Our studies indicate that we can build a reinforced concrete structure consisting of two spans, each 75 feet in length, which should decrease the anticipated maintenance cost very considerably.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. Samuel Burton
Mr. W. C. Williams
Mr. Tom Edwards

CROWSON ROAD-NEIL CREEK UNIT
ASHLAND-CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

GRADE AND ALIGNMENT

		Route "A"		
	U'Xing	O'Xing (1)	O'Xing (2)	Route "B"
Length Miles	2.58	2.58	2.58	2.61
Total Central Angle	8½°±	8½°±	8½°±	13½°±
Total Number of Curves	1	1	1	2
Maximum Curve	1°	1°	1°	1°
Number of Maximum Curves	1	1	1	2
Maximum Central Angle, 1 Curve	8½°±	8½°±	8½°±	8½°±
Maximum Gradient	4½%±	5½%±	6%±	6%±
Length Maximum Gradient	3,200'±	1,400'±	700'±	2,300'±
Length Gradient 3%	6,200'±	7,000'±	6,100'±	8,300'±
Total Rise and Fall	396'±	396'±	396'±	410'±
Grading and Paving	1,229,000	1,539,000	1,387,000	1,452,000
Structures	170,000	130,000	190,000	170,000
Right of Way	126,000	125,000	130,000	51,000
Trackage	39,000	----	80,000	----
Estimated Construction Cost	1,564,000	1,794,000	1,787,000	1,673,000

Note: O'Xing (2) is proposal suggested by the Southern Pacific Company in letter dated January 14, 1960 to Mr. G. S. Paxson

FORM E-30X—50M—2-59—18190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 9, 1960

SUBJECT: Crowson Road-Neil Creek Unit
Ashland-California Line Section
Pacific Highway
Jackson County

To: Mr. Tom Edwards
Construction Engineer
OFFICE

In accordance with verbal instructions, a reconnaissance investigation has been made between Crowson Road and Neil Creek on the Ashland-California Line Section of the Pacific Highway in Jackson County. For the investigation a topographical map (1"=400') prepared from June 1959 aerial photographs was used. Two routes were investigated resulting in several proposals for a grade separation with the Southern Pacific Company railroad near Mistletoe. These two routes are delineated on the attached sketch map.

Route "A" is a field location which ended at Neil Creek, and for the railroad grade separation near Mistletoe, three proposals were studied. The original proposal would make use of an undercrossing about a mile northerly of Mistletoe which was accomplished by relocating approximately 2,000 feet of railroad to provide a more natural crossing; estimated cost is $1,564,000. The second proposal would make use of an overcrossing leaving the railroad in place; estimated cost is $1,794,000. The third proposal, suggested by the Southern Pacific Company in correspondence of January 14, 1960, directed to Mr. G. S. Paxson, would make use of an overcrossing about one-quarter mile south of the foregoing proposals and would involve relocating about 4,000 feet of railroad; estimated cost is $1,787,000. These estimates cover a construction length of 2.58 miles and include all facilities to provide a complete functional unit for each proposal.

Route "B" lies easterly of Route "A" and for the railroad grade separation, one proposal was studied which involves a railroad overcrossing in about the same vicinity as the third proposal of Route "A"; estimated cost is $1,673,000 for a construction length of 2.61 miles and include all facilities to provide a complete functional unit.

From the correspondence mentioned in paragraph two, it appears that the Southern Pacific Company is concerned about maintenance costs of a steel structure in this area; the encroachment map for the Mistletoe Undercrossing shows a structure length of about 320 feet. The Bridge Division (Preliminary Design Section) has indicated that a concrete structure having an approximate length of 170 feet is under preliminary design which is intended to replace the 320-foot steel structure previously considered; the shorter concrete structure has been considered in the Route "A" undercrossing estimate (Original Proposal). This altered design would reduce the significance of maintenance.

Detailed estimates and sketch map are attached.

J. E. Morelock
Ass't. Chief Locating Engineer

By

William H. Tebeau

William H. Tebeau
Reconnaissance Designer

WHT:jk

Attachments

CROWSON ROAD-NEIL CREEK UNIT
ASHLAND-CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Grade & Alignment
~~PHYSICAL~~ CHARACTERISTICS

	Route "A"			
	U'Xing	O'Xing (1)	O'Xing (2)	Route "B"
Length Miles	2.58	2.58	2.58	2.61
Total Central Angle	8½°±	8½°±	8½°±	13½°±
Total No. of Curves	1	1	1	2
Maximum Curve	1°	1°	1°	1°
No. of Max. Curves	1	1	1	2
Max. Central Angle, 1 Curve	8½°±	8½°±	8½°±	8½°±
Maximum Gradient	4½%±	5½%±	6%±	6%±
Length, Max. Gradient	3,200'±	1,400'±	700'±	2,300'±
Length Gradient, 3%+	6,200'±	7,000'±	6,100'±	8,300'±
Total Rise & Fall	396'±	396'±	396'±	410'±
Grading & Paving	1,229,000	1,539,000	1,387,000	1,452,000
Structures	170,000	130,000	190,000	170,000
R/W	126,000	125,000	130,000	51,000
Trackage	39,000	- - -	80,000	- - - -
Est. Construction Cost	1,564,000	1,794,000	1,787,000	1,673,000

Note: O'Xing (2) is proposal suggested by the S.P. Company in letter dated January 14,1960 to Mr. G. S. Paxson.

CROWSON ROAD-NEIL CREEK UNIT
ASHLAND-CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Route "A"
S.P. Co. RR U'Xing (Rev. RR Alignment) Length - 2.58 Miles

Item	Unit	Net	Allow.	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%	---	100%	Lump Sum	25,000
2. Drainage	Mile	2.58	---	2.58	10,000.00	25,800
3. General Excavation	CY	460,400	115,100	575,500	0.45	258,975
4. Short Overhaul	Yd. Sta.	1,933,680	483,420	2,417,100	0.0075	18,128
5. Long Overhaul	C-Yd. Sta.	92,080	23,020	115,100	0.35	40,285
6. Finish Roadbed & Slopes	Mile	2.58	---	2.58	2,000.00	5,160
7. Rounding Cutbanks	Lin. Ft.	12,200	3,050	15,250	0.20	3,050
8. Class "A" Concrete	CY	804	201	1,005	50.00	50,250
9. Metal Reinforcement	LB	132,333	33,083	165,416	0.14	23,158
10. Bottom Course Base	Ton	102,671	25,668	128,339	1.70	218,176
11. Leveling Course	Ton	14,353	3,588	17,941	1.80	32,294
12. Sprinkling	M-Gal.	2,343	586	2,929	3.00	8,787
13. Preparation of Base	Mile	2.58	---	2.58	400.00	1,032
14. Aggregate in Binder	CY	761	190	951	3.00	2,853
15. Asphalt in Binder	Ton	124	31	155	48.00	7,440
16. Asphaltic Concrete Mix	Ton	17,312	4,328	21,640	3.55	76,822
17. Asphalt in Mix	Ton	1,040	260	1,300	38.00	49,400
18. Aggregate in Shoulders	CY	1,987	497	2,484	3.00	7,452
19. Penetration Asphalt	Ton	150	38	188	48.00	9,024
20. Emulsified Asphalt	Ton	59	15	74	50.00	3,700
21. Guard Rail	Lin. Ft.	3,100	775	3,875	2.75	10,656
22. Guide Posts	Each	60	15	75	3.50	263

Subtotal	877,705
Engineering & Contingencies	351,295
Grading & Paving	1,229,000
Structures - All	170,000
Right of Way	126,000
Trackage	39,000
Estimated Construction Cost	1,564,000

Note: Unit Prices from the Cost Section.

CROWSON ROAD-NEIL CREEK UNIT
ASHLAND-CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Route "A"

S.P. Co. RR O'Xing (RR alignment not revised) Length - 2.58 Miles

Item	Unit	Net..	Allow.	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%	---	100%	Lump Sum	25,000
2. Drainage	Mile	2.55	---	2.55	10,000.00	25,500
3. General Excavation	CY	701,448	175,362	876,810	0.45	394,565
4. Short Overhaul	Yd. Sta.	3,053,000	763,250	3,816,250	0.0075	28,622
5. Long Overhaul	C-Yd. Sta.	262,700	65,675	328,375	0.35	114,931
6. Finish Roadbed & Slopes	Mile	2.55	---	2.55	2,000.00	5,100
7. Rounding Cutbanks	Lin. Ft.	5,350	1,338	6,688	0.20	1,338
8. Class "A" Concrete	CY	804	201	1,005	50.00	50,250
9. Metal Reinforcement	Lb	132,333	33,083	165,416	0.14	23,158
10. Bottom Course Base	Ton	101,477	25,369	126,846	1.70	215,638
11. Leveling Course	Ton	14,186	3,547	17,733	1.80	31,919
12. Sprinkling	M-Gal	2,315	579	2,894	3.00	8,682
13. Preparation of Base	Mile	2.55	---	2.55	400.00	1,020
14. Aggregate in Binder	CY	752	188	940	3.00	2,820
15. Asphalt in Binder	Ton	122	31	153	48.00	7,344
16. Asphaltic Concrete Mix	Ton	17,111	4,278	21,389	3.55	75,931
17. Asphalt in Mix	Ton	1,028	257	1,285	38.00	48,830
18. Aggregate in Shoulders	CY	1,964	491	2,455	3.00	7,365
19. Penetration Asphalt	Ton	148	37	185	48.00	8,880
20. Emulsified Asphalt	Ton	59	15	74	50.00	3,700
21. Guard Rail	Lin. Ft.	5,400	1,350	6,750	2.75	18,563
22. Guide Posts	Each	55	14	69	3.50	242

Subtotal	1,099,398
Engineering & Contingencies	439,602
Grading & Paving	1,539,000
Structures - All	130,000
Right of Way	125,000
Trackage	- - - -
Estimated Construction Cost	1,794,000

Note: Unit Prices from the Cost Section

CROWSON ROAD-NEIL CREEK UNIT
ASHLAND-CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Route "A"

S.P. Co. RR O'Xing (Rev. RR Alignment) Length - 2.58 Miles

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%	---	100%	Lump Sum	25,000
2. Drainage	Mile	2.54	---	2.54	10,000.00	25,400
3. General Excavation	CY	671,600	167,900	839,500	0.45	377,775
4. Short Overhaul	Yd. Sta.	2,520,000	630,000	3,150,000	0.0075	23,625
5. Long Overhaul	C-Yd. Sta.	69,060	17,265	86,325	0.35	30,214
6. Finish Roadbed & Slopes	Mile	2.54	---	2.54	2,000.00	5,080
7. Rounding Cutbanks	Lin. Ft.	5,200	1,300	6,500	0.20	1,300
8. Class "A" Concrete	CY	804	201	1005	50.00	50,250
9. Metal Reinforcement	Lb	132,333	33,083	165,416	0.14	23,158
10. Bottom Course Base	Ton	101,477	25,369	126,846	1.70	215,638
11. Leveling Course	Ton	14,186	3,547	17,733	1.80	31,919
12, Sprinkling	M-Gal	2,315	579	2,894	3.00	8,682
13. Preparation of Base	Mile	2.54	---	2.54	400.00	1,016
14. Aggregate in Binder	CY	752	188	940	3.00	2,820
15. Asphalt in Binder	Ton	122	31	153	48.00	7,344
16. Asphaltic Concrete Mix	Ton	17,111	4,278	21,389	3.55	75,931
17. Asphalt in Mix	Ton	1,028	257	1,285	38.00	48,830
18. Aggregate in Shoulders	CY	1,964	491	2,455	3.00	7,365
19. Penetration Asphalt	Ton	148	37	185	48.00	8,880
20. Emulsified Asphalt	Ton	59	15	74	50.00	3,700
21. Guard Rail	Lin. Ft.	4,700	1,175	5,875	2.75	16,156
22. Guide Posts	Each	56	14	70	3.50	245

Subtotal	990,328
Engineering & Contingencies	396,672
Grading & Paving	1,387,000
Structures - All	190,000
Right of Way	130,000
Trackage	80,000
Estimated Construction Cost	1,787,000

Note: Unit prices from the Cost Section.

CROWSON ROAD-NEIL CREEK UNIT
ASHLAND-CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Route "B"
S.P. Co. RR O'Xing

Length - 2.61 Miles

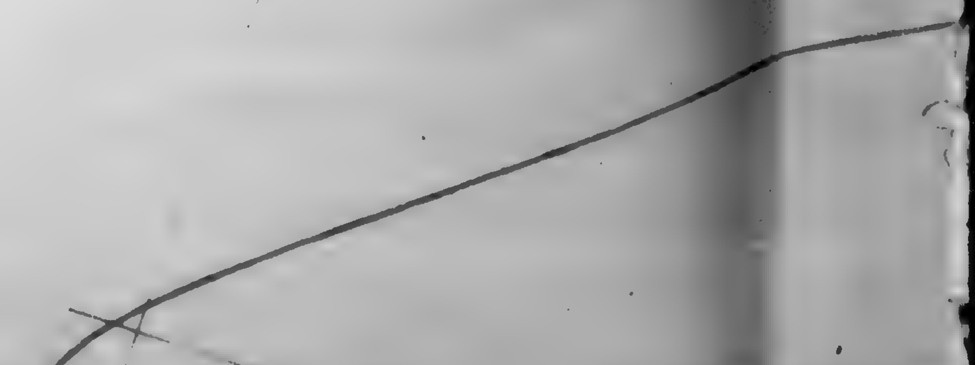
Item	Unit	Net	Allow.	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%	---	100%	Lump Sum	28,400
2. Drainage	Mile	2.58	---	2.58	10,000.00	25,800
3. General Excavation	CY	590,000	147,500	737,500	0.45	331,875
4. Short Overhaul	Yd. Sta.	2,371,300	592,825	2,964,125	0.0075	22,231
5. Long Overhaul	C-Yd. Sta.	206,500	51,625	258,125	0.35	90,344
6. Finish Roadbed & Slopes	Mile	2.58	---	2.58	2,000.00	5,160
7. Rounding Cutbanks	Lin. Ft.	13,500	3,375	16,875	0.20	3,375
8. Class "A" Concrete	CY	970	243	1,213	50.00	60,650
9. Metal Reinforcement	Lb	174,151	43,538	217,689	0.14	30,476
10. Bottom Course Base	Ton	102,671	25,668	128,339	1.70	218,176
11. Leveling Course	Ton	14,353	3,588	17,941	1.80	32,294
12. Sprinkling	M-Gal.	2,343	586	2,929	3.00	8,787
13. Preparation of Base	Mile	2.58	---	2.58	400.00	1,032
14. Aggregate in Binder	CY	761	190	951	3.00	2,853
15. Asphalt in Binder	Ton	124	31	155	48.00	7,440
16. Asphaltic Concrete Mix	Ton	17,312	4,328	21,640	3.55	76,822
17. Asphalt in Mix	Ton	1,040	260	1,300	38.00	49,400
18. Aggregate in Shoulders	CY	1,987	497	2,484	3.00	7,452
19. Penetration Asphalt	Ton	150	38	188	48.00	9,024
29. Emulsified Asphalt	Ton	59	15	74	50.00	3,700
21. Guard Rail	Lin. Ft.	6,200	1,550	7,750	2.75	21,313
22. Guide Posts	Each	53	13	66	3.50	231

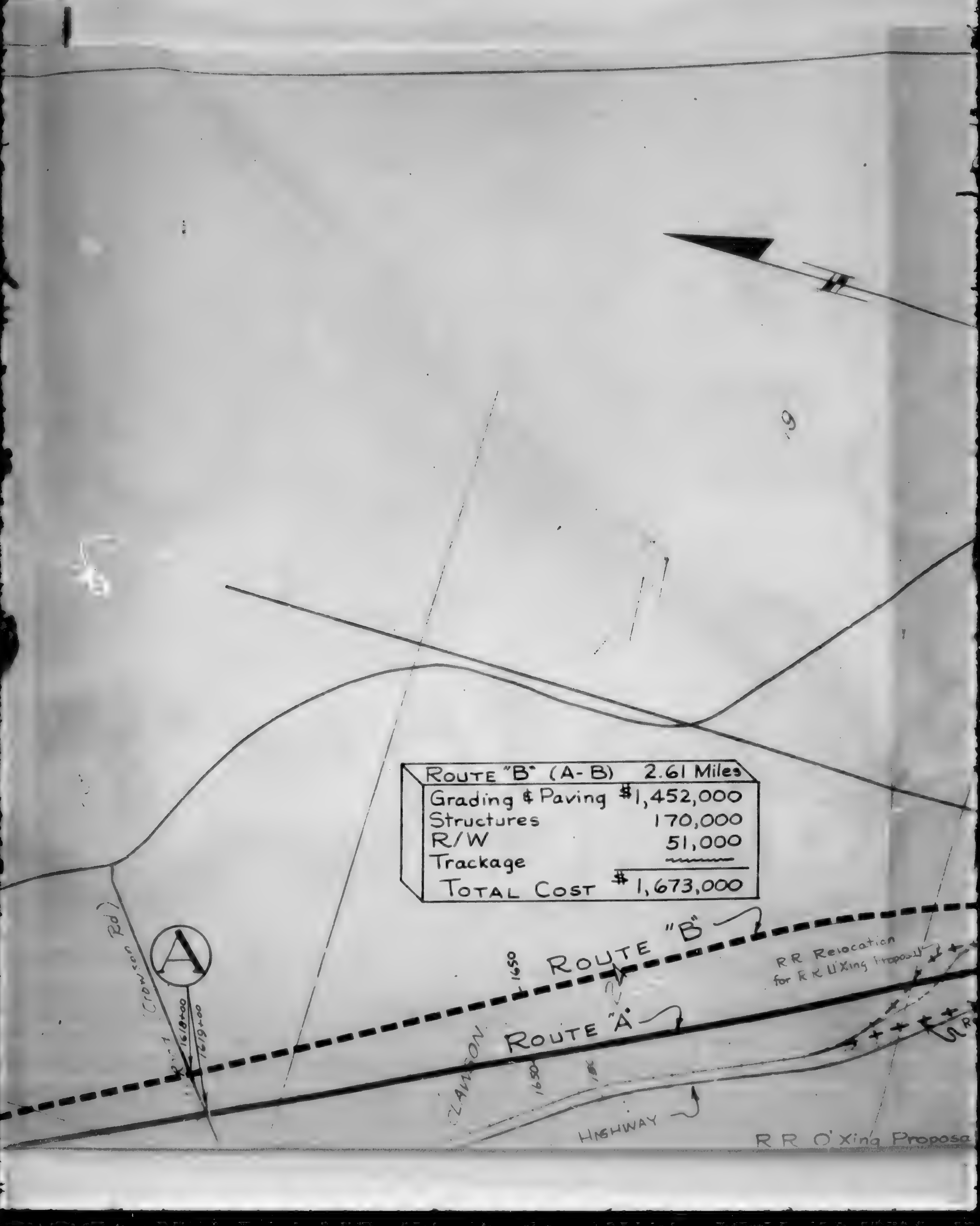
Subtotal	1,036,835
Engineering & Contingencies	415,165
Grading & Paving	1,452,000
Structures - All	170,000
Right of Way	51,000
Trackage	------
Estimated Construction Cost	1,673,000

Note: Unit prices from the Cost Section

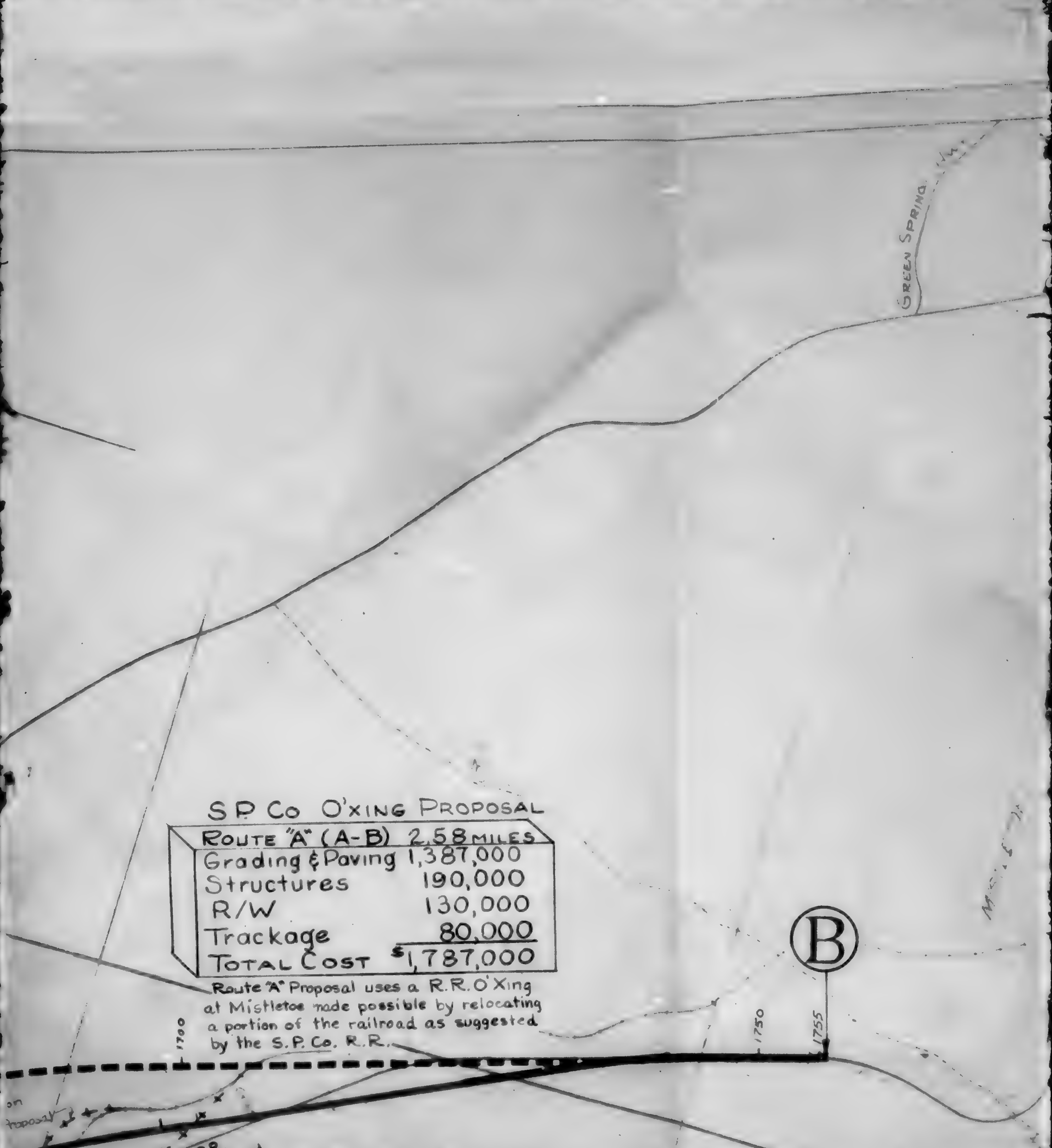
Rev. 2.03.60([illegible])
R - 1224

OREGON STATE HIGHWAY DEPARTMENT
RECON SKETCH MAP
CROWSON ROAD ~ NEIL CREEK UNIT
ASHLAND ~ CALIFORNIA LINE SECTION
PACIFIC HIGHWAY -- JACKSON COUNTY
SCALE : 1" = 1,000'
FEB. 1960





Route "B" (A-B)	2.61 Miles
Grading & Paving	$1,452,000
Structures	170,000
R/W	51,000
Trackage	~~~~
Total Cost	$1,673,000



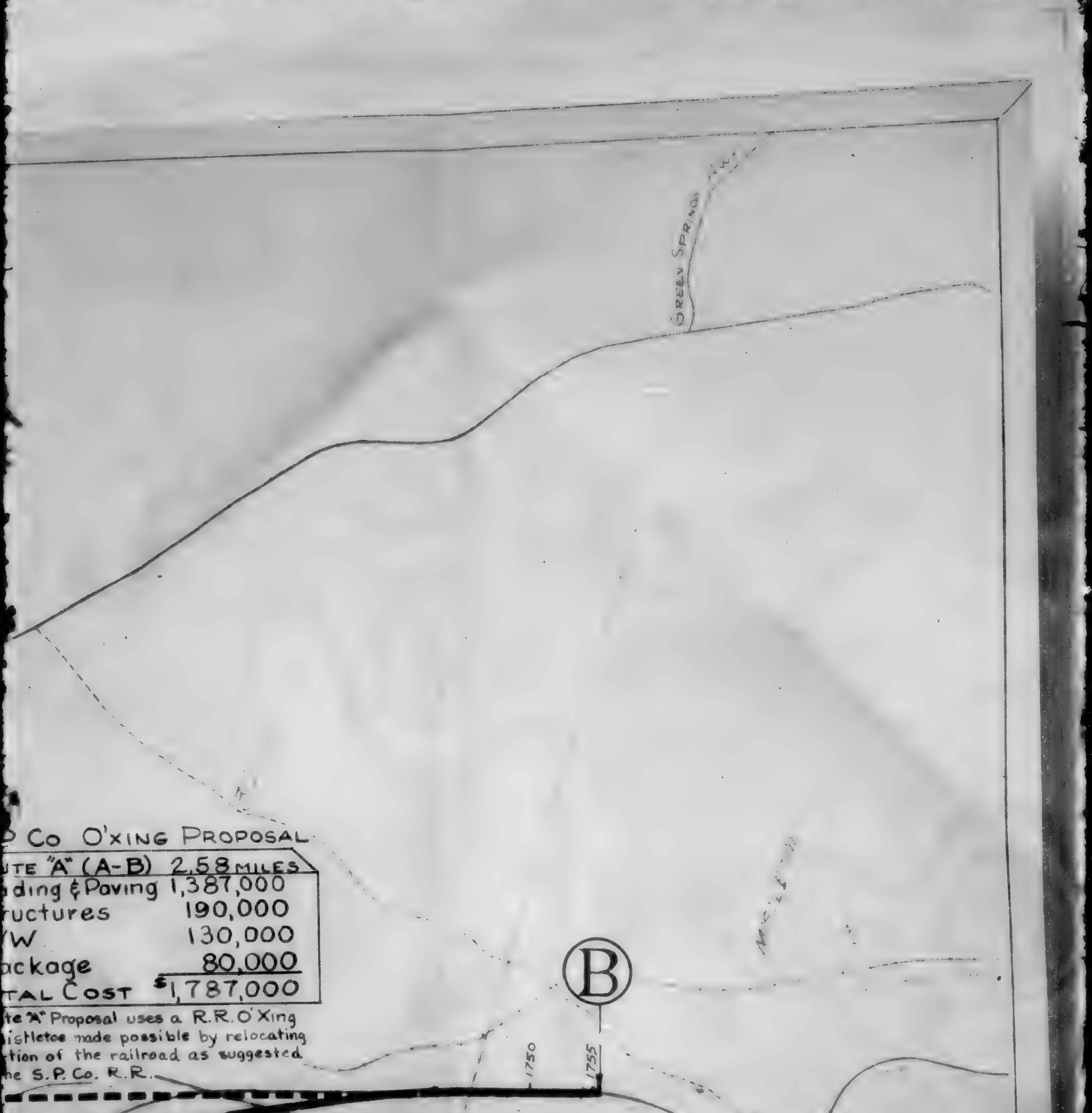
S.P. Co O'xing Proposal

Route "A" (A-B)	2.58 miles
Grading & Paving	1,387,000
Structures	190,000
R/W	130,000
Trackage	80,000
Total Cost	$1,787,000

Route "A" Proposal uses a R.R. O'Xing at Mistletoe made possible by relocating a portion of the railroad as suggested by the S.P. Co. R.R.

R.R. U'Xing Proposal

Route "A" (A-B)	2.58 Miles
Grading & Paving	$1,229,000
Structures	170,000
R/W	126,000
Trackage	39,000
Total Cost	$1,564,000



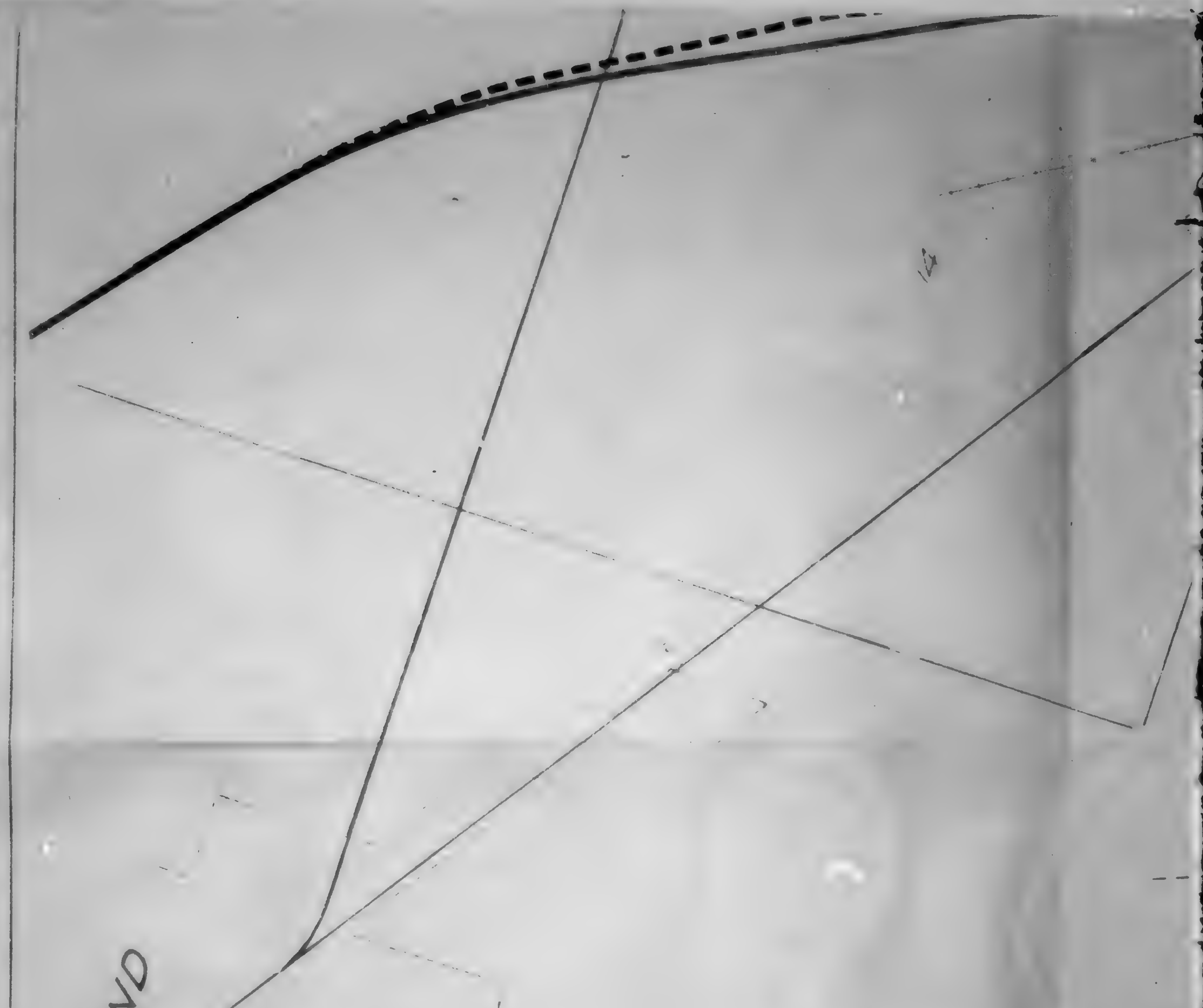
Co O'xing Proposal

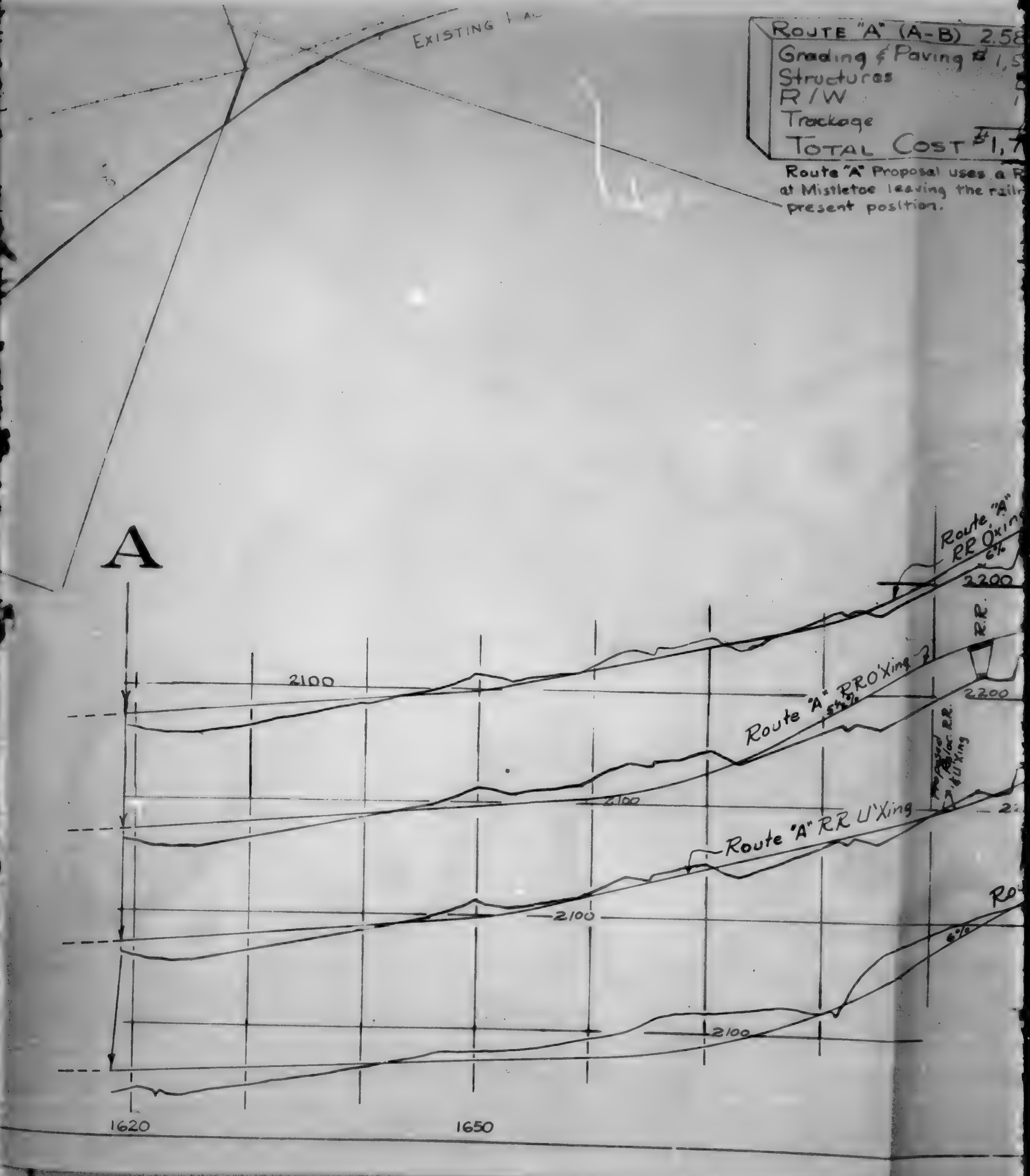
ute "A" (A-B)	2.58 miles
ading & Paving	1,387,000
uctures	190,000
/W	130,000
ackage	80,000
tal Cost	$1,787,000

te "A" Proposal uses a R.R. O'Xing
istletoe made possible by relocating
tion of the railroad as suggested
he S.P. Co. R.R.

R.R. U'Xing Proposal

Route "A" (A-B)	2.58 Miles
Grading & Paving	$1,229,000
Structures	170,000
R/W	126,000
Trackage	39,000
Total Cost	$1,564,000


14
ASHLAND

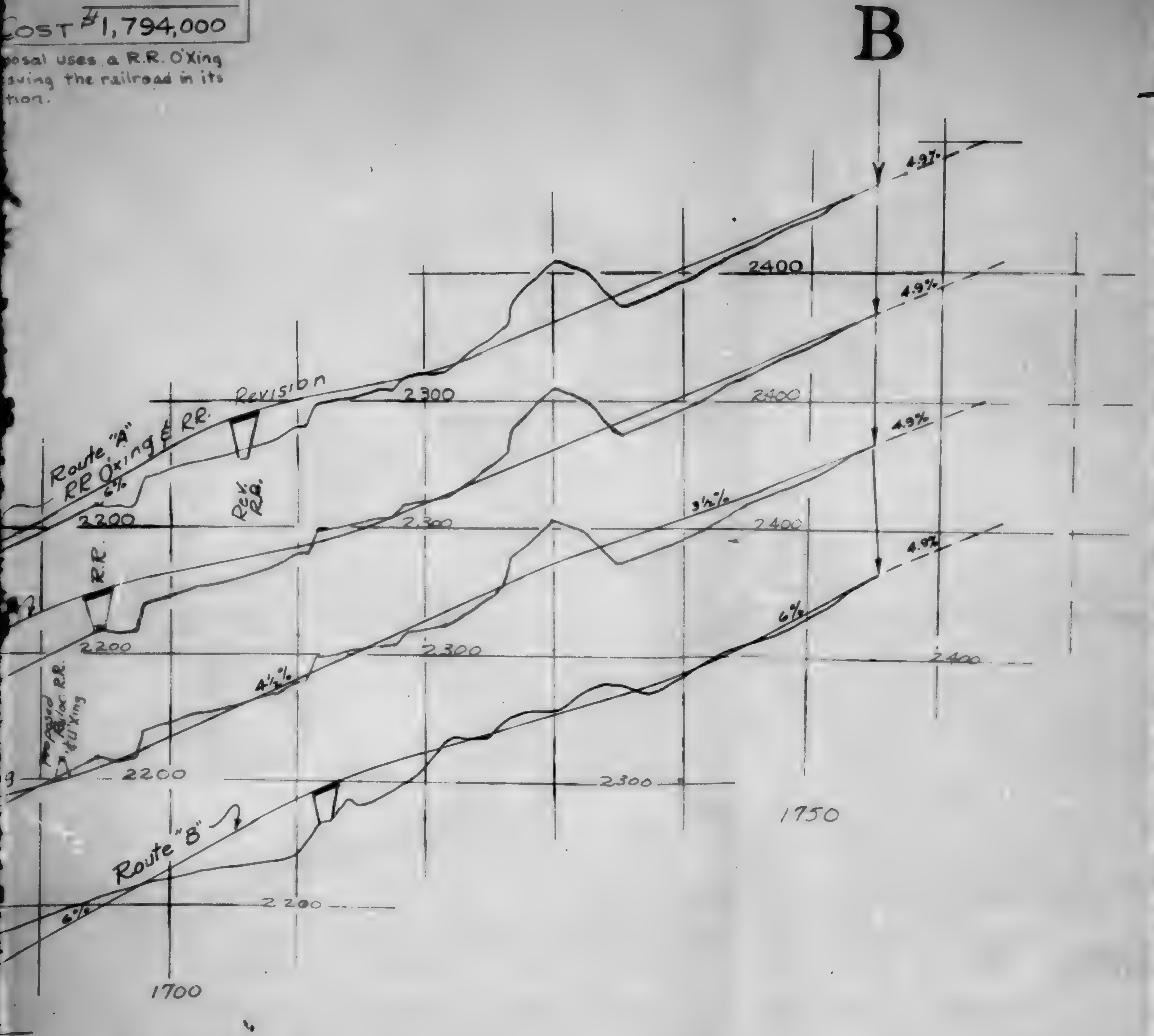

EXISTING
ROUTE "A" (A-B) 2.58
Grading & Paving $ 1,5
Structures
R/W
Trackage
TOTAL COST $1,7
Route "A" Proposal uses a R
at Mistletoe leaving the railr
present position.
A
Route "A" RR O'Xing
6%
2200
R.R.
Route "A" RR O'Xing
5½%
2200
2100
2100
Proposed
Relocated RR
U'Xing
Route "A" RR U'Xing
2100
Rou
6%
2100
1620
1650

(A-B) 2.58 Miles
aving $ 1,539,000
130,000
125,000

COST $1,794,000

posal uses a R.R. O'Xing
aving the railroad in its
tion.

Route "A" Proposal uses [illegible]
at Mistletoe made possible by relocating
a portion of the railroad as shown



RECEIVED
MAR 1 1960
FOR FILING

I-5-1(31)12
5929

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1960

SUBJECT: Proposed Mistletoe Undercrossing of S. P. Company tracks south of Ashland

To: Mr. G. S. Paxson
Asst. State Highway Engineer
Office

In reply to your letter of January 18, 1960, on the above subject, I am attaching a copy of the reconnaissance report showing the four plans in this area. Three of the plans have been submitted previously: Route "A" Undercrossing, Route "A" Overcrossing No. 1, and Route "B". Route "A" Overcrossing No. 2 is in compliance with Mr. W. M. Jaekle's letter of January 14.

I would also like to point out that as stated in Mr. Tebeau's report, the Bridge Department is currently proposing the use of a reinforced concrete structure on our original proposal which should eliminate some of the objections of the Southern Pacific Company on the maintenance costs of this structure.

OTED

Tom Edwards
Construction Engineer

By D J Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:law

Attachment

RECEIVED
[illegible] 24 1960
OFFICE OF
STATE [illegible] ENGINEER

RECEIVED
JAN 19 1960
FOR FILING
I-5-1(31)/2

5929

Salem, Oregon
January 18, 1960

Proposed Mistletoe under-
crossing of S. P. Company
tracks south of Ashland

Mr. Tom Edwards

Herewith copy of a letter from the Southern Pacific Company concerning the crossing of its branch near Mistletoe Station in Jackson County. You will note that the Southern Pacific Company has an alternate suggestion for the railroad line change. Will you please investigate and advise.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

January 18, 1960

Mr. W. M. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Mr. Jaekle:

I have your letter of January 14 discussing an alternate railroad line revision near Mistletoe Station in Jackson County. I am asking our Construction Division to investigate the possibility of this alternate and will advise you when we have had a chance to look into it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Tom Edwards

Mr. Samuel Burton
Superintendent
Southern Pacific Company, Dunsmuir

8-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

January 14, 1960

911/323
0-SH-59-25

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Assistant
State Highway Engineer

Dear Mr. Williams:

Reference is made to your letter of January 5, 1960, concerning the proposed Interstate Highway crossing of our line near Mistletoe in Jackson County. We have reviewed the letter and attached exhibits, and feel that further study of the problem is warranted.

You bring out the fact that the original proposal is approximately $109,000 less expensive than Route B and $230,000 less than Route A on a grade line overcrossing our track. I would consider the increased cost entirely justified if it precludes the necessity of a long structure for the Railroad to maintain perpetually and replace at future dates as required. In other words, I feel that initial construction cost is not a governing factor by itself. The sum of the annual cost of maintenance of a steel structure of a length here proposed, and a sum set aside each year for ultimate replacement capitalized at 5%, is roughly $100,000. Before this company can agree to assume such a liability with a roughly equal saving in construction cost to the State, we must be assured that all possibilities have been thoroughly explored. For the above reasoning we must take exception to your statement that a railroad bridge is a facility equal in every respect to our present facility.

In addition to the monetary differences in costs of the various routes you have studied, you bring out that the two alternates to your original proposal are less desirable from a standpoint of maximum grade and maximum grade length. In our estimation these physical limitations are perhaps more compelling than the cost differences. With this in mind, and in order that we may be assured that all possible alternates are studied, we have reviewed further the print which accompanied your letter of October 27, 1959.

Assuming that you are desirous of maintaining a 5% grade southerly from Engineer Station 1691+05.85, it would appear that there would be ample vertical clearance to carry the highway over the railroad at approximately Highway Engineer Station 1705. This could be accomplished by a railroad line change extending from approximately Railroad Engineer Station 914 to approximately 941. In this instance railroad would roughly parallel the existing highway and cross at approximately Highway Station 1705. This suggestion is made without the benefit of a topographical map of the area, and we would be pleased to receive a print from you if one is available so that we could study the matter further. This plan would require that the northbound off-ramp connection to the existing highway be relocated some distance southerly, but we see no particular problem here.

We would appreciate your comments on our suggestion, and a print of a topographical map of the area, if such is available.

Yours truly,

Wm Jaekle

RECEIVED
JAN 18 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN [illegible] 1960

FOR FILING
I-5-1(1)1 2

5929

January 5, 1960

Mr. W. M. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Mr. Jaekle:

Under date of December 1, 1959, you wrote us concerning the proposed crossing of your tracks near your Mistletoe Station south of Ashland in Jackson County and requested that we give further consideration to alternate lines which would overcross your railroad track in its existing location.

We have given this matter considerable study and I am attaching hereto a print from a drawing entitled "Crowson Road - Neil Creek Unit, Ashland - California Line Section, Pacific Highway--Jackson County", dated December 1959. On this map is shown the route which we proposed to you in my letters of October 27 and December 5, 1959, marked Route A and an alternate route marked Route 'B' which would overcross your railroad farther to the south. On the original alternate Route A we have laid two grade lines - one undercrossing your tracks and requiring a relocation of the track and one which would overcross your tracks in their present location. The estimates of cost for these three alternates are shown on the map.

You will note that our original proposal undercrossing your tracks is the cheapest of any of these alternates, being $109,000 less expensive than Route B and $230,000 cheaper than Route A on the grade line overcrossing the tracks. Our original proposal also provides a better highway facility in that the maximum grade is five percent against 5½ percent for the overcrossing on Route A and 6 percent for Route B. Also, the length of maximum grade and the total length of grades 3 percent and above are less on this line. I am attaching a summary of the length, curves and grades on the three lines.

We believe that by constructing the railroad embankments a year or more before routing rail traffic over them, a facility equal in every respect to your present facility can be had. We appreciate your point concerning the operation of off-track maintenance, but I believe you now have so many of the locations on this line where off-track maintenance could not operate that this restriction will be of very minor import.

We would respectfully ask that you review this matter again, taking into account the data given above. We would be glad to meet with your engineers on the ground at any mutually convenient time if you feel anything can be gained by a field inspection.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. Samuel Burton
Superintendent
Southern Pacific Company
Dunsmuir, California

Mr. W. C. Williams
Mr. Tom Edwards

I-5-1(31)12
5929

FORM E-30K 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1959

SUBJECT: Proposed Mistletoe Undercrossing of Southern Pacific Company tracks south of Ashland.

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
Office

Attached is a reconnaissance investigation on the proposed crossing. I believe this is self-explanatory and should furnish you the information requested in your letter of December 3, 1959, regarding this crossing.

Tom Edwards
Construction Engineer

DJB:law

Attachment

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET ...... OF ...... SHEETS

[illegible] Creek Unit
[illegible]
[illegible]
[illegible] County

	Route "A" [illegible]	Route "A" O'King	Route "B"
Length, Miles	2.58	2.58	2.61
Total Central Angle	[illegible] ±	[illegible]° ±	[illegible]° ±
Total Number of Curves	[illegible]	[illegible]	2
Maximum Curve	[illegible]	[illegible]	[illegible]
Number of [illegible]	[illegible]	[illegible]	[illegible]
Maximum Central Angle, 1 Curve	[illegible] ±	[illegible] ±	[illegible] ±
Maximum Grade	5%	5½%	6%
Length Maximum Grade	1200 ±	1400' ±	2300' ±
Length Grade 3% +	6200 ±	7000 ±	8300 ±
Total Rise & Fall	39[illegible] ±	396' ±	410 ±
Grading & Paving	1,229,000	1,539,000	1,452,000
Structures	170,000	130,000	170,000
Right-of-Way	126,000	125,000	51,000
Trackage	39,000	—	—
Estimated Construction Cost	1,564,000	1,794,000	1,673,000

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 2 SHEETS

CROWSON ROAD - NEIL CREEK UNIT
ASHLAND - CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Route "A" Undercrossing

Length - 2.58 Miles

Item	Unit	Net	Allow	Gross	Unit Price	Amount
Clearing & Grubbing	All	100%	—	100%	Lump Sum	25,000
2. Drainage	Mile	2.58	—	2.58	$10,000^{00}$	25,800
3. General Excavation	Cy	460,400	115,100	575,500	0^{45}	258,975
4. Short Overhaul	Yd. Sta.	1,933,680	483,420	2,417,100	0^{0075}	18,128
5. Long Overhaul	C Yd. Sta.	92,080	23,020	115,100	0^{35}	40,285
6. Finish Roadbed & Slopes	Mile	2.58	—	2.58	2000^{00}	5,160
7. Rounding Cutbanks	Lin Ft	12,200	3,050	15,250	0^{20}	3,050
8. Class "A" Concrete	Cy	804	201	1005	50^{00}	50,250
9. Metal Reinforcement	Lb	132,333	33,083	165,416	0^{14}	23,158
10. Bottom Course Base	Ton	102,671	25,668	128,339	1^{70}	218,176
11. Leveling Course	Ton	14,353	3588	17,941	1^{80}	32,294
12. Sprinkling	M Gal	2343	586	2929	3^{00}	8,787
13. Preparation of Base	Mile	2.58	—	2.58	400^{00}	1,032
14. Aggregate in Binder	Cy	761	190	951	3^{00}	2,853
15. Asphalt in Binder	Ton	124	31	155	48^{00}	7,440
16. Asphaltic Concrete Mix	Ton	17,312	4,328	21,640	3^{55}	76,822
17. Asphalt in Mix	Ton	1040	260	1300	38^{00}	49,400
18. Aggregate in Shoulders	Cy	1987	497	2484	3^{00}	7,452
19. Penetration Asphalt	Ton	150	38	188	48^{00}	9,024
20. Emulsified Asphalt	Ton	59	15	74	50^{00}	3,700
21. Guard Rail	Lin Ft.	3100	775	3875	2^{75}	10,656
22. Guide Posts	Each	60	15	75	3^{50}	263
				Subtotal		877,705

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2 OF 2 SHEETS

CROWSON ROAD - NEIL CREEK UNIT
ASHLAND - CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Route "A" Undercrossing

Length - 2.58 Miles

Subtotal Brought Forward	877,705
Engineering & Contingencies	351,295
Grading & Paving	1,229,000
Structures - All	170,000
Right of Way	126,000
Trackage	39,000
Estimated Construction Cost	1,564,000

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 2 SHEETS

CROWSON ROAD - NEIL CREEK UNIT
ASHLAND - CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Route "A" Overcrossing

Length - 2.58 Miles

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Clearing & Grubbing	All	100%	-	100%	Lump Sum	25,000
2. Drainage	Mile	2.55	-	2.55	10,000^{00}	25,500
3. General Excavation	Cy	710,000	166,810	876,810	0^{45}	394,565
4. Short Overhaul	Yd Sta.	3,053,000	763,250	3,816,250	0^{0075}	28,622
5. Long Overhaul	C-Yd.Sta.	262,700	65,675	328,375	0^{35}	114,931
6. Finish Roadbed & Slopes	Mile	2.55	-	2.55	2,000^{00}	5,100
7. Rounding Cutbanks	Lin. Ft.	5350	1338	6688	0^{20}	1338
8. Class "A" Concrete	Cy	804	201	1005	50^{00}	50,250
9. Metal Reinforcement	Lb	132,333	33,083	165,416	0^{14}	23,158
10. Bottom Course Base	Ton	101,477	25,369	126,846	1^{70}	215,638
11. Leveling Course	Ton	14,186	3,547	17,733	1^{80}	31,919
12. Sprinkling	M.Gal	2,315	579	2894	3^{00}	8,682
13. Preparation of Base	Mile	2.55	-	2.55	400^{00}	1,020
14. Aggregate in Binder	Cy	752	188	940	3^{00}	2820
15. Asphalt in Binder	Ton	122	31	153	48^{00}	7,344
16. Asphaltic Concrete Mix	Ton	17,111	4,278	21,389	3^{55}	75,931
17. Asphalt in Mix	Ton	1028	257	1285	38^{00}	48,830
18. Aggregate in Shoulders	Cy	1964	491	2455	3^{00}	7365
19. Penetration Asphalt	Ton	148	37	185	48^{00}	8,880
20. Emulsified Asphalt	Ton	59	15	74	50^{00}	3700
21. Guard Rail	Lin. Ft.	5400	1350	6750	2^{75}	18,563
22. Guide Posts	Each	55	14	69	3^{50}	242
				Subtotal		1,099,398

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2 OF 2 SHEETS

CROWSON ROAD - NEIL CREEK UNIT
ASHLAND - CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Route "A" Overcrossing

Length - 2.58 Miles

Subtotal Brought Forward	1,099,398
Engineering & Contingencies	439,602
Grading & Paving	1,539,000
Structures - All	130,000
Right of Way	125,000
Trackage	—
Estimated Construction Cost	1,794,000

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 2 SHEE

CROWSON ROAD - NEIL CREEK UNIT
ASHLAND - CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Route "B"

Length - 2.61 Mile

Item	Unit	Net	Allow	Gross	Unit Price	Amoun
1. Clearing & Grubbing	All	100%	—	100%	Lump Sum	28,40
2. Drainage	Mile	2.58	—	2.58	10,000	25,800
3. General Excavation	Cy	590,000	147,500	737,500	0^{45}	331,875
4. Short Overhaul	Yd. Sta	2,478,000	619,500	3,097,500	0^{0075}	22,231
5. Long Overhaul	C-Yd. Sta	206,500	51625	258,125	0^{35}	90,344
6. Finish Roadbed & Slopes	Mile	2.58	—	2.58	2000^{00}	5,160
7. Rounding Cutbanks	Lin. Ft.	13,500	3375	16,875	0^{20}	3,375
8. Class "A" Concrete	Cy	970	243	1213	50^{00}	60,65
9. Metal Reinforcement	Lb	174,151	43,538	217,689	0^{14}	30,47
10. Bottom Course Base	Ton	102,671	25,668	128,339	1^{70}	218,17
11. Leveling Course	Ton	14,353	3,588	17,941	1^{80}	32,29
12. Sprinkling	M. Gal.	2343	586	2,929	3^{00}	8,78
13. Preparation of Base	Mile	2.58	—	2.58	400^{00}	1,032
14. Aggregate in Binder	Cy	761	190	951	3^{00}	2,85
15. Asphalt in Binder	Ton	124	31	155	48^{00}	7,440
16. Asphaltic Concrete Mix	Ton	17,312	4328	21,640	3^{55}	76,82
17. Asphalt in Mix	Ton	1040	260	1300	38^{00}	49,400
18. Aggregate in Shoulders	Cy	1987	497	2484	3^{00}	7,452
19. Penetration Asphalt	Ton	150	38	188	48^{00}	9,024
20. Emulsified Asphalt	Ton	59	15	74	50^{00}	3,700
21. Guard Rail	Lin. Ft.	6200	1550	7750	2^{75}	21,313
22. Guide Posts	Each	53	13	66	3^{50}	231
			Subtotal			1,036,83

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2 OF 2 SHEETS

CROWSON ROAD - NEIL CREEK UNIT
ASHLAND - CALIFORNIA LINE SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

Route "B"

Length - 2.61 Miles

Subtotal Brought Forward	1,036,835
Engineering & Contingencies	415,165
Grading & Paving	1,452,000
Structures - All	170,000
Right of Way	51,000
Trackage	—
Estimated Construction Cost	1,673,000

RECEIVED
DEC 11 1959
FOR FILING

I-5-1 ([illegible]).2

5929

Salem, Oregon
December 3, 1959

Proposed Mistletoe undercrossing of S. P. Company tracks south of Ashland

Mr. Tom Edwards

Herewith copy of a letter from the Southern Pacific Company concerning the proposed Mistletoe undercrossing of their tracks south of Ashland.

I anticipated that these objections would be made to our proposed relocation of their tracks. As soon as you can assemble the detailed estimates supporting the very substantial increase in costs for any line other than that which we propose, I would like to arrange a meeting with the Southern Pacific Company in Ashland to discuss the matter.

GSP:gm
Attach.

G. S. Paxson

cc Mr. W. C. Williams

4-59

8-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

December 1, 1959

911/323
0-SH-59-25

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Asst. State Highway Engineer

Dear Mr. Williams:

Kindly be referred to your letters of October 27 and November 5, 1959 regarding the proposed grade separation in the vicinity of Mistletoe in Jackson County.

The site of the proposed crossing was recently reviewed by two of our engineers. Their report recommends that further study be made of the location with the object of carrying the highway over the railroad rather than under as you have suggested.

Your first mentioned letter states that two alternates were studied, each of which would result in an overcrossing, but that both plans would be more costly to the State. We, of course, do not know what the difference in cost would be; however, the scheme as proposed would call for the construction of a railroad bridge over 300 ft. in length, and if past practice were followed, the railroad would be required to bear the burden of maintenance of this bridge. In other words, under this proposal the State would save money at the expense of the railroad.

We must constantly strive to reduce maintenance costs on the railroad, and for years we have been expending large sums of money to eliminate bridges on our lines. Your proposal is a backward step for us. Also, there are other considerations that make an underpass undesirable. The severity of any derailment would be greatly increased on a bridge versus one on the ground. Further, an underpass creates a bottleneck in the utilization of our right of way, particularly from the standpoint of off-track maintenance equipment.

We are certainly willing to consider any reasonable change in railroad alignment that will reduce the overall cost of the highway improvement, and if you feel that a meeting on the ground would be helpful we shall certainly be happy to meet you at a mutually satisfactory time.

Yours truly,

W M Jackle

RECEIVED
DEC - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 3 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV -6 1959
FOR FILING
I-5-1(31)12
5939

Salem, Oregon
November 5, 1959

Undercrossing of Southern
Pacific Company's Siskiyou
Branch south of Ashland

Mr. Tom Edwards
Mr. Ivan D. Merchant

We will have an undercrossing of the Southern Pacific Company's Siskiyou Branch south of Ashland. This is near the railroad station of Mistletoe. In the past, considerable confusion has been occasioned by the State having one name for a project and the Railroad another. It would be appreciated if this project can be carried on our records under the name of the Mistletoe Undercrossing.

G. S. Paxson

GSP:gm

cc Mr. W. C. Williams

e

RECEIVED
NOV. - 9 1959
FOR · FILING

I-5-1(31)12

5929

November 5, 1959

Mr. W. M. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Mr. Jaekle:

Re: Mistletoe undercrossing of your
Siskiyou Branch in Jackson County

I have your letter of November 4 and will appreciate advice from you as to our conference concerning the matter, which, I understand, will be scheduled as soon as you have completed your field investigation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. Samuel B. Burton
Southern Pacific Company
Dunsmuir, California

Mr. W. C. Williams

S-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

November 4, 1959

911/323
0-SH-59-25

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Asst. State Highway Engineer

Dear Sir:

This will acknowledge your letter of October 27, 1959 in which you advised that it appears desirable to make a change in alignment of the railroad in order to construct a highway underpass near our station of Mistletoe.

We will arrange for a review of this proposal in the field in the very near future, after which we will be glad to discuss the matter in detail with you. We concur in your thought that it would be most desirable to complete the grading work a year or two in advance of actual track relocation in order that the cuts and fills may have an opportunity to season.

We note that your preliminary plan and profile indicate a deck-type structure for the underpass. This conforms to our recently adopted policy of using through trusses or through girders only where it is practically physically impossible to use a structure of the deck type.

Yours truly,

W M Jaekle

NOTED
G. S. PAXSON

RECEIVED
-5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1959
OREGON
STATE HIGHWAY COMMISSION

S-2708-S

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

November 4, 1959

911/323
0-SH-59-25

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Asst. State Highway Engineer

Dear Sir:

This will acknowledge your letter of October 27, 1959 in which you advised that it appears desirable to make a change in alignment of the railroad in order to construct a highway underpass near our station of Mistletoe.

We will arrange for a review of this proposal in the field in the very near future, after which we will be glad to discuss the matter in detail with you. We concur in your thought that it would be most desirable to complete the grading work a year or two in advance of actual track relocation in order that the cuts and fills may have an opportunity to season.

We note that your preliminary plan and profile indicate a deck-type structure for the underpass. This conforms to our recently adopted policy of using through trusses or through girders only where it is practically physically impossible to use a structure of the deck type.

Yours truly,

W. M. JAEKLE
PER R.C.N.

RECEIVED
OCT 2[illegible] 1959
FOR FILING

I-5-1(31),2

5927

October 27, 1959

Mr. W. M. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Mr. Jaekle:

In our construction of the Interstate Highway south of Ashland we will cross your tracks in the vicinity of Railroad Station [illegible]30 near the point where Clayton Creek is carried under your Siskiyou Branch. This crossing will involve the movement and reconstruction of approximately 2,000 feet of your track. We have attempted to get away from this track rearrangement and have made studies of a line farther to the east which would overcross southerly of the proposed crossing and have also investigated the possibility of going over your tracks at the present location with a high embankment leading up to the crossing. Both of these alternates are much more expensive than the rearrangement of your tracks.

This project is some years in the future, but we would like to get the matter under agreement soon as it would be advantageous to both of us to do the grading at least a year and probably two years ahead of the actual track relocation so that the embankments may have a chance to settle and stabilize.

I am enclosing herewith a print from a map showing the proposed relocation and a print from the preliminary profile showing the proposed grade of the railroad tracks. I believe that the completed project would give you a facility equal in every way to the existing facility. Since this is a federal-aid project and does not eliminate any existing crossing of the railroad tracks, we are proposing that the entire cost be borne by the State and Federal Government under the usual federal-aid regulations.

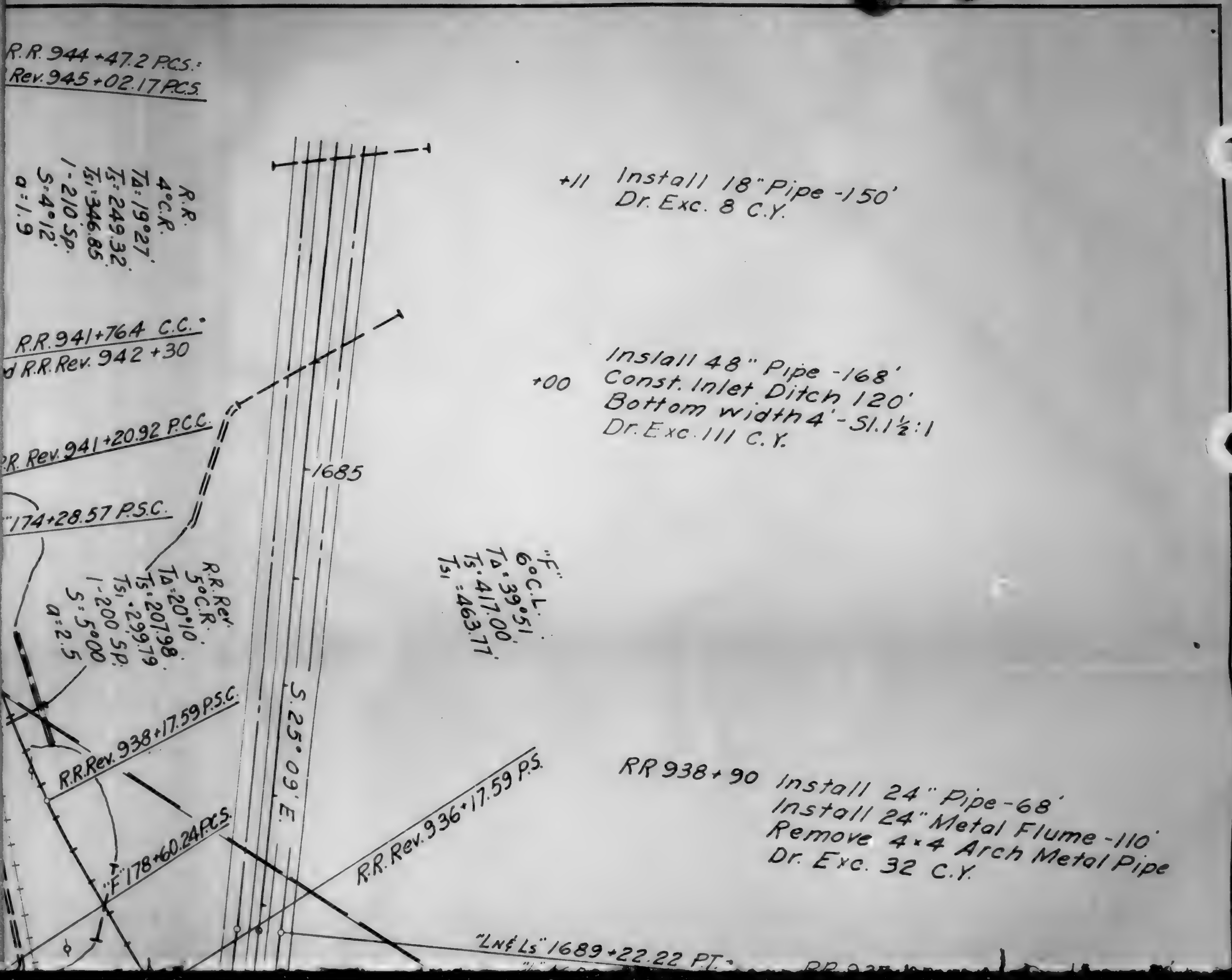
I would appreciate your consideration of this proposal and the opportunity to confer with you regarding details at your convenience.

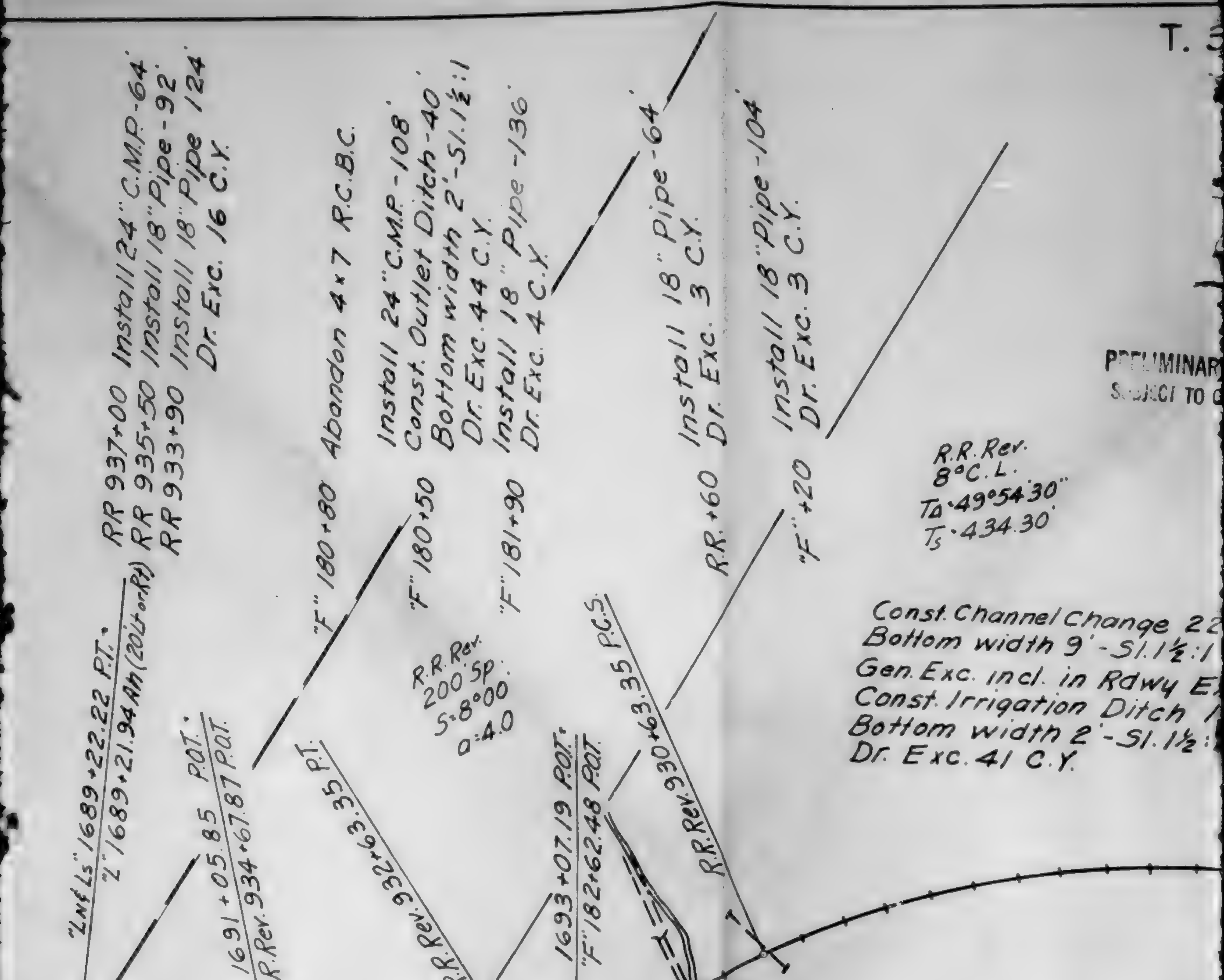
Very truly yours,
W. C. Williams
State Highway Engineer

By
G. S. Paxson
Assistant State Highway Engineer

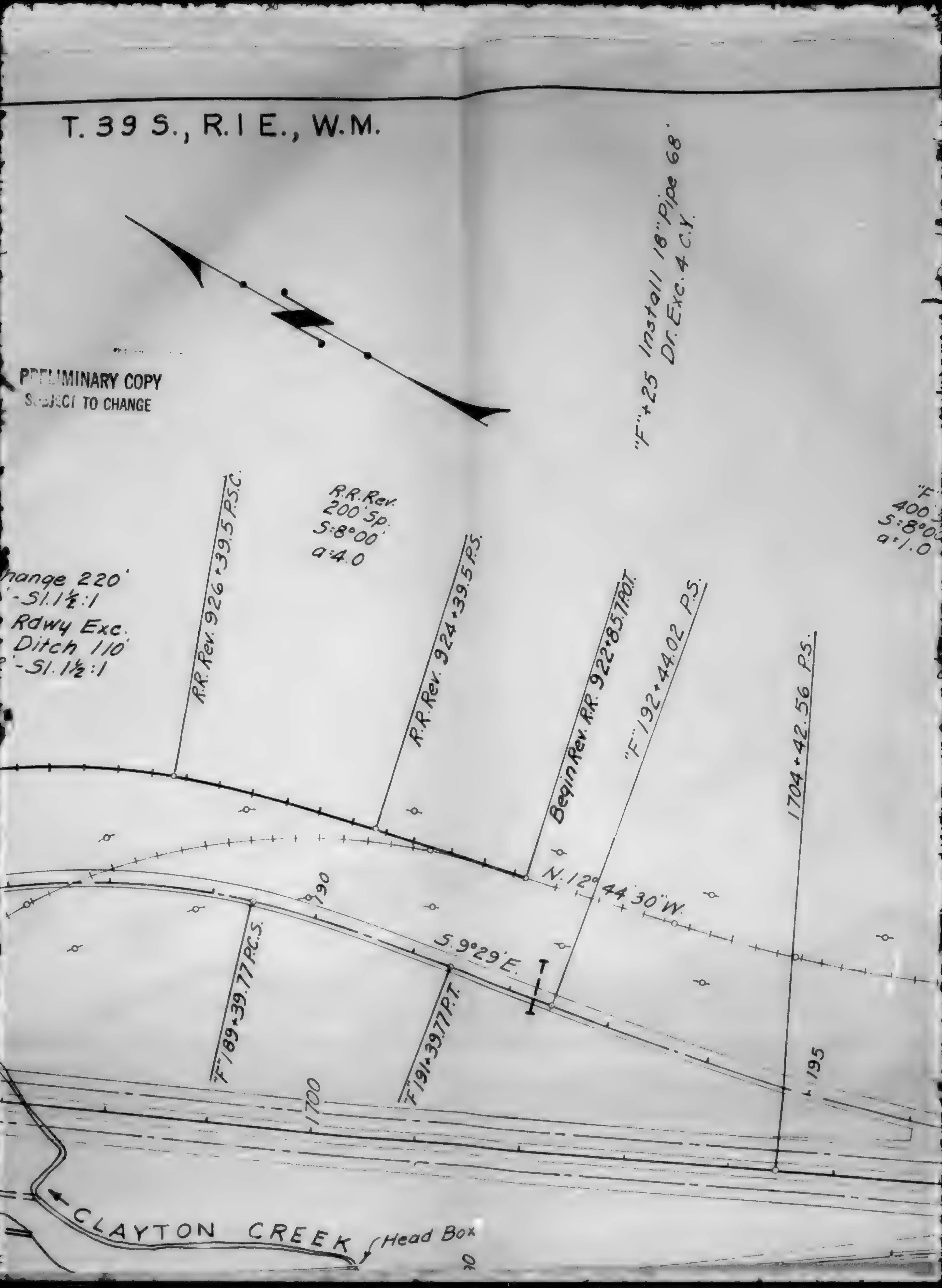
cc Mr. Samuel B. Burton
Dunsmuir, California

GSP:gm
Mr. W. C. Williams - Mr. Tom Edwards

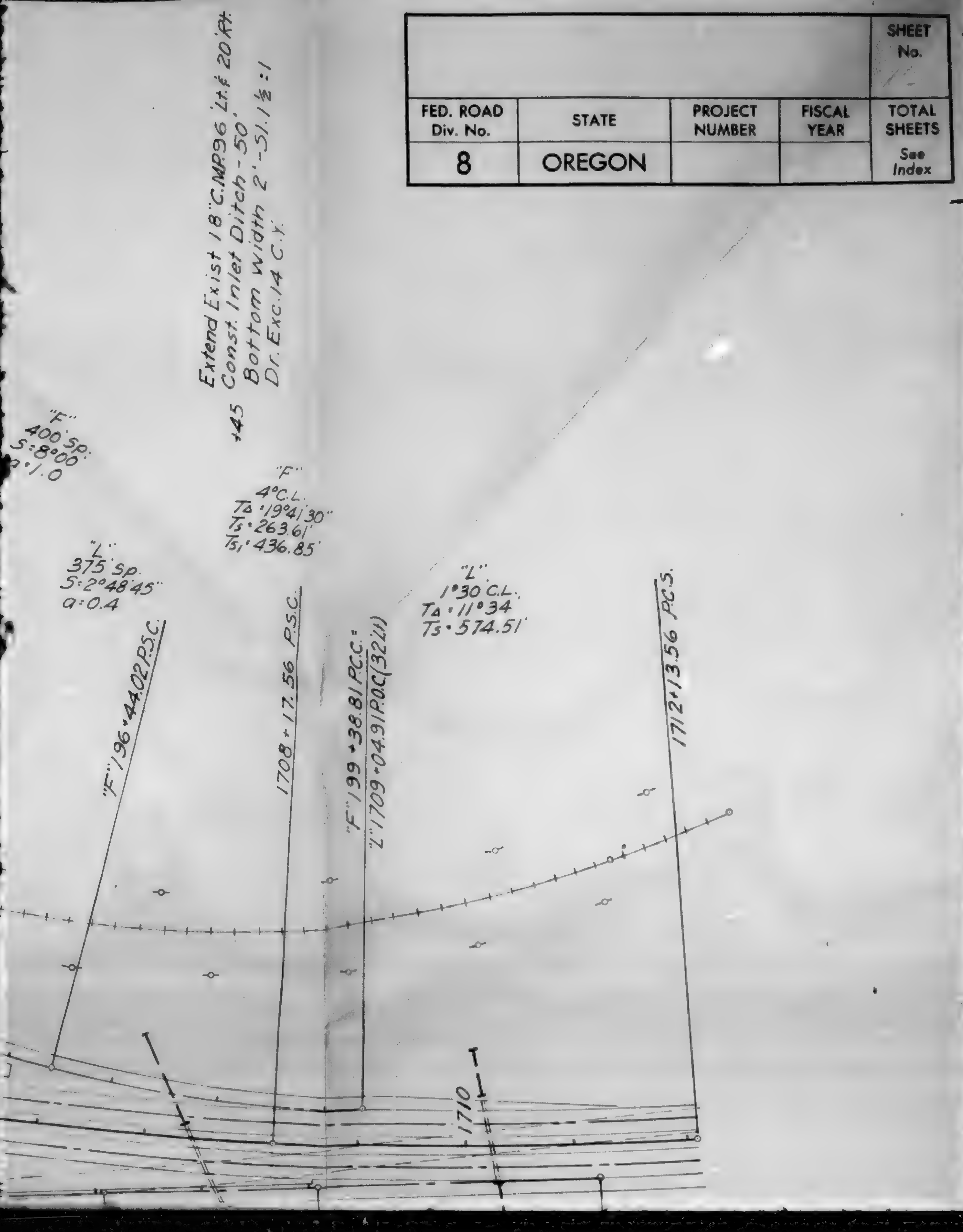

R.R. 944+47.2 P.C.S.=
Rev. 945+02.17 P.C.S.
R.R.
4°C.R.
TΔ: 19°27'
Ts: 249.32
Ts1: 346.85
1-210 Sp.
S: 4°12'
a: 1.9
R.R. 941+76.4 C.C.=
d R.R. Rev. 942+30
R. Rev. 941+20.92 P.C.C.
"174+28.57 P.S.C.
1685
R.R. Rev.
5°C.R.
TΔ: 20°10'
Ts: 207.98
Ts1: 299.79
1-200 Sp.
S: 5°00'
a: 2.5
R.R. Rev. 938+17.59 P.S.C.
"F" 178+60.24 P.C.S.
R.R. Rev. 936+17.59 P.S.
S. 25° 09' E.
"F"
6°C.L.
TΔ: 39°51'
Ts: 417.00'
Ts1: 463.77'
"LN&Ls" 1689+22.22 PT.=
+11 Install 18" Pipe - 150'
Dr. Exc. 8 C.Y.
+00 Install 48" Pipe - 168'
Const. Inlet Ditch 120'
Bottom width 4' - Sl. 1½:1
Dr. Exc. 111 C.Y.
RR 938+90 Install 24" Pipe - 68'
Install 24" Metal Flume - 110'
Remove 4×4 Arch Metal Pipe
Dr. Exc. 32 C.Y.


T. 5
RR 937+00 Install 24" C.M.P.-64'
RR 935+50 Install 18" Pipe-92'
RR 933+90 Install 18" Pipe 124'
Dr. Exc. 16 C.Y.
"F" 180+80 Abandon 4×7 R.C.B.C.
"F" 180+50 Install 24" C.M.P.-108'
Const. Outlet Ditch-40'
Bottom width 2'-Sl. 1½:1
Dr. Exc. 44 C.Y.
"F" 181+90 Install 18" Pipe-136'
Dr. Exc. 4 C.Y.
R.R. +60 Install 18" Pipe-64'
Dr. Exc. 3 C.Y.
"F" +20 Install 18" Pipe-104'
Dr. Exc. 3 C.Y.
PRELIMINARY
SUBJECT TO C
R.R. Rev.
8°C.L.
TΔ-49°54'30"
Ts-434.30'
Const. Channel Change 22
Bottom width 9'-Sl. 1½:1
Gen. Exc. incl. in Rdwy E
Const. Irrigation Ditch 1
Bottom width 2'-Sl. 1½:
Dr. Exc. 41 C.Y.
R.R. Rev.
200' Sp.
S-8°00'
a-4.0
"Lnf Ls" 1689+22.22 P.T.
"L" 1689+21.94 Ah (20'Lt or Rt)
1691+05.85 P.O.T.
R.R. Rev. 934+67.87 P.O.T.
R.R. Rev. 932+63.35 P.T.
1693+07.19 P.O.T.
"F" 182+62.48 P.O.T.
R.R. Rev. 930+63.35 P.C.S.
1690
N.62°39'W.
37°30'
S.69°59'E.
180
185
"F" 181+0
"F" 181+83.52
"F" 183+83.52
C

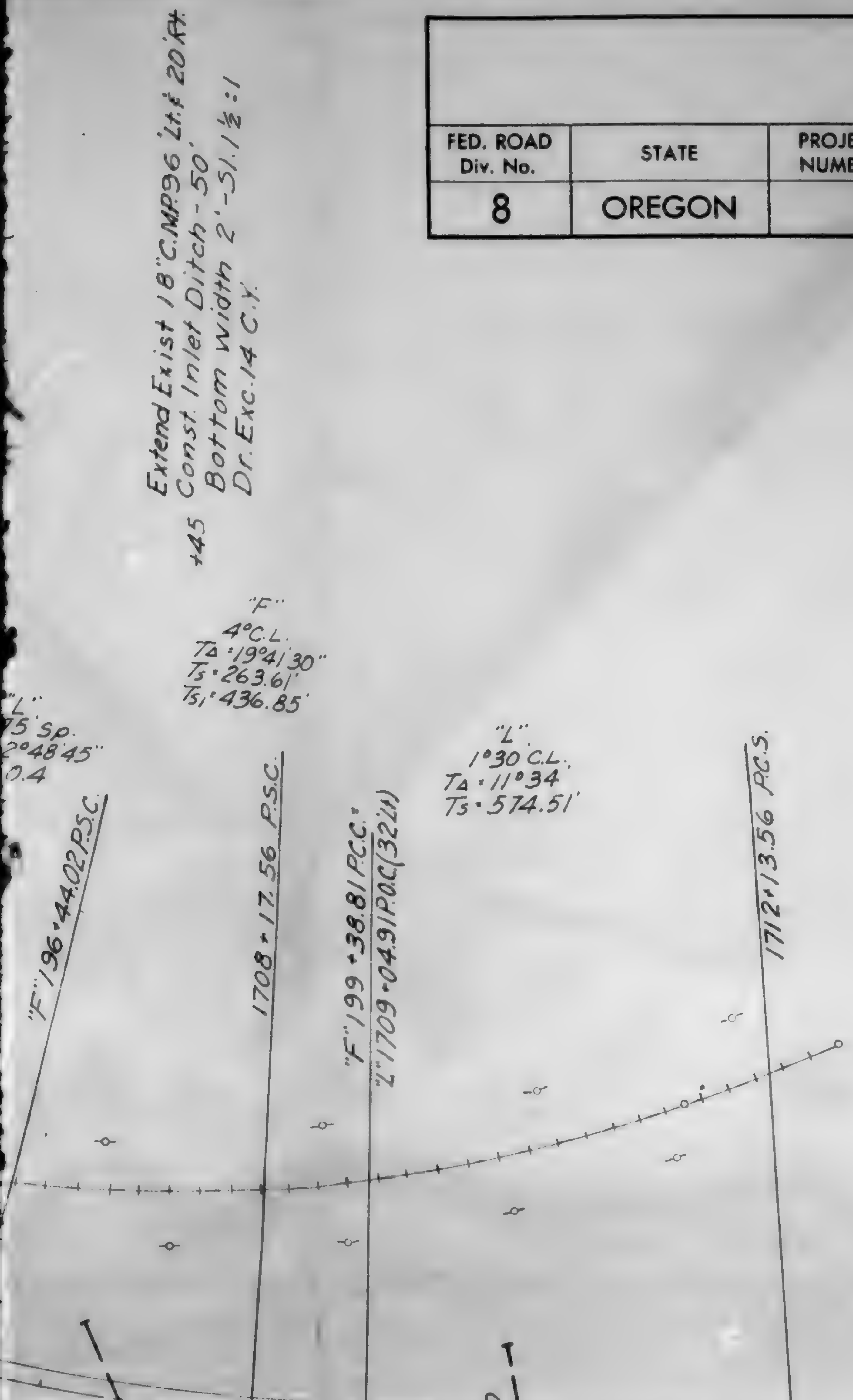
PRELIMINARY COPY
SUBJECT TO CHANGE

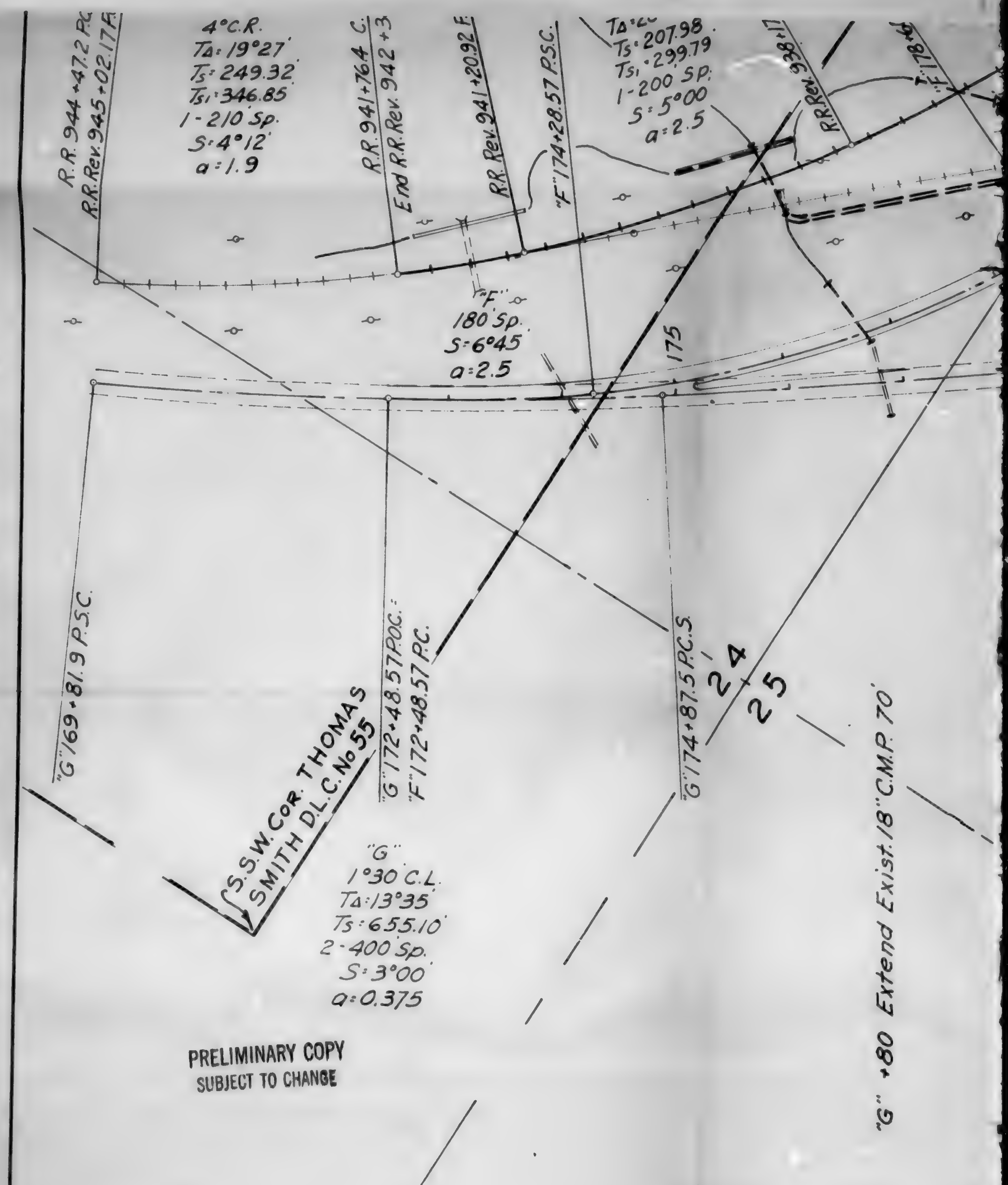


				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

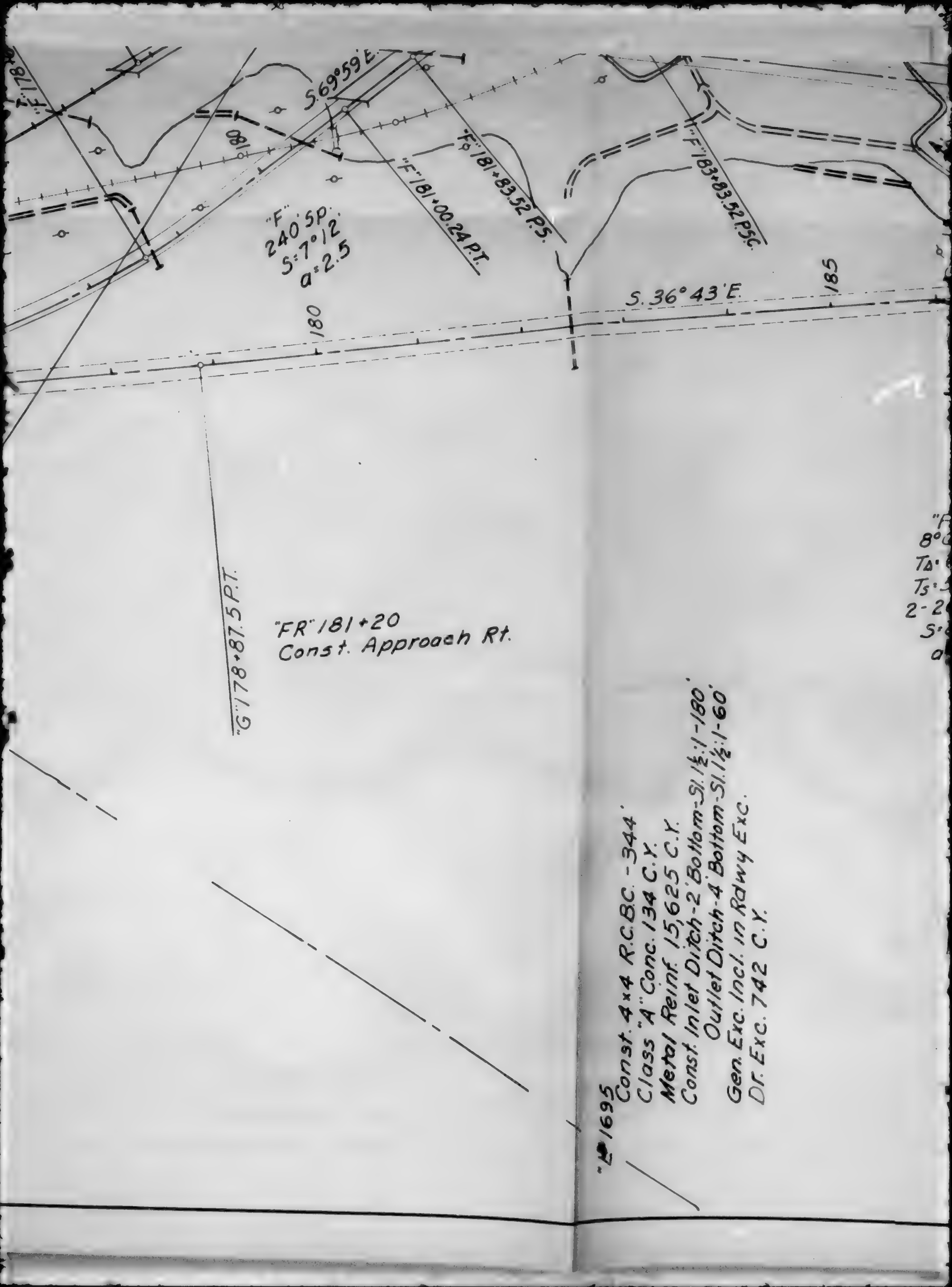


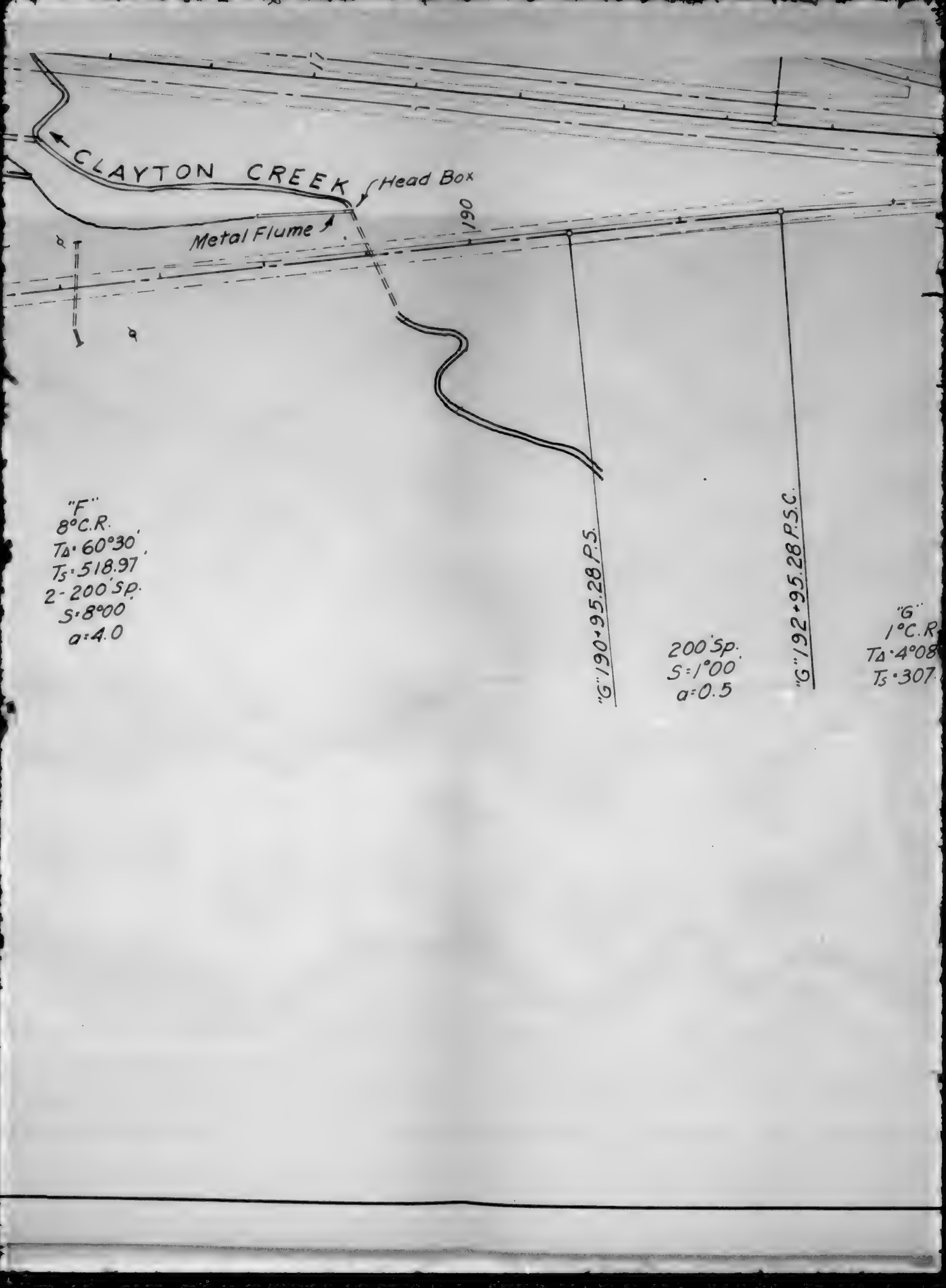
				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

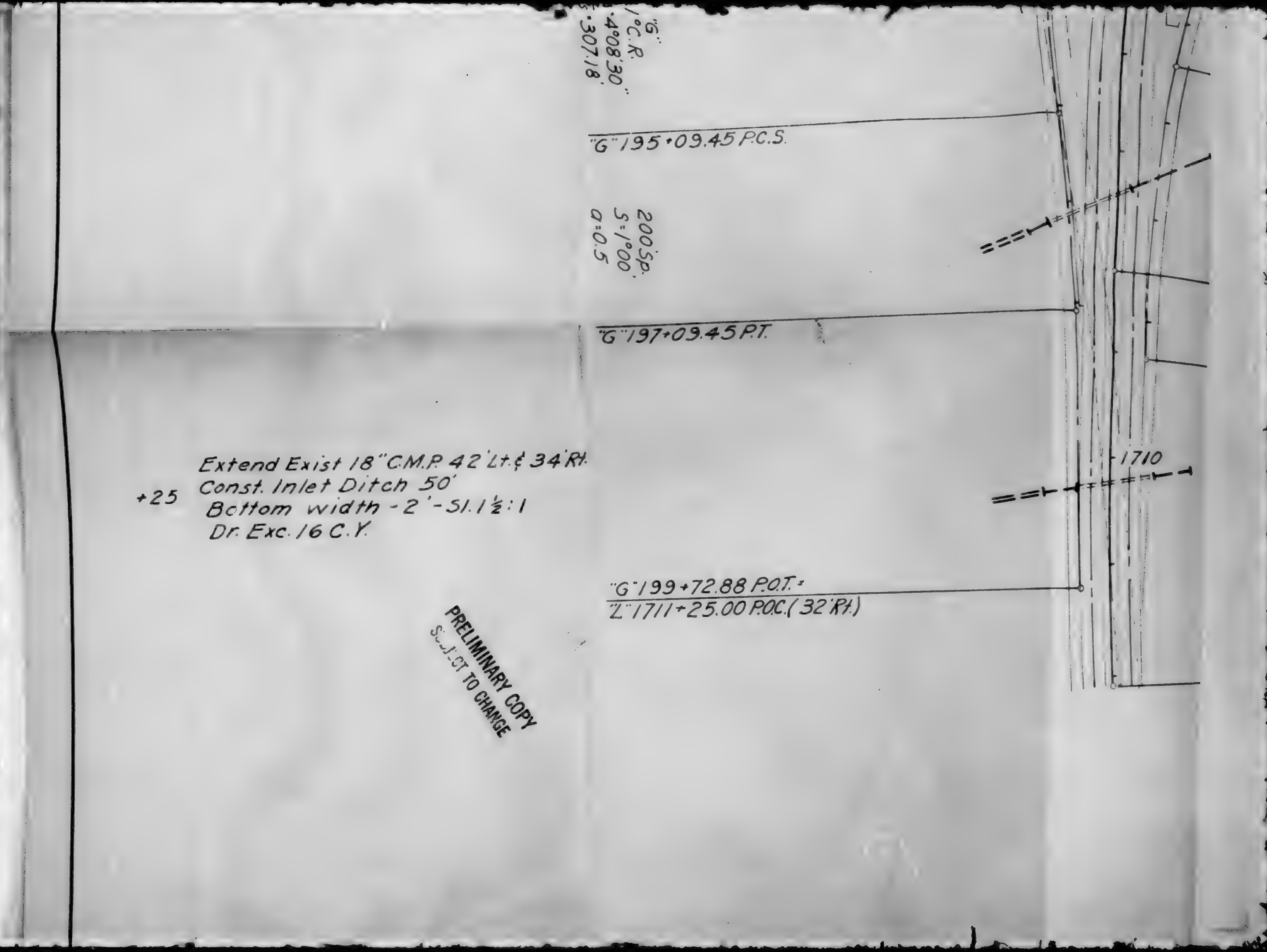




PRELIMINARY COPY
SUBJECT TO CHANGE

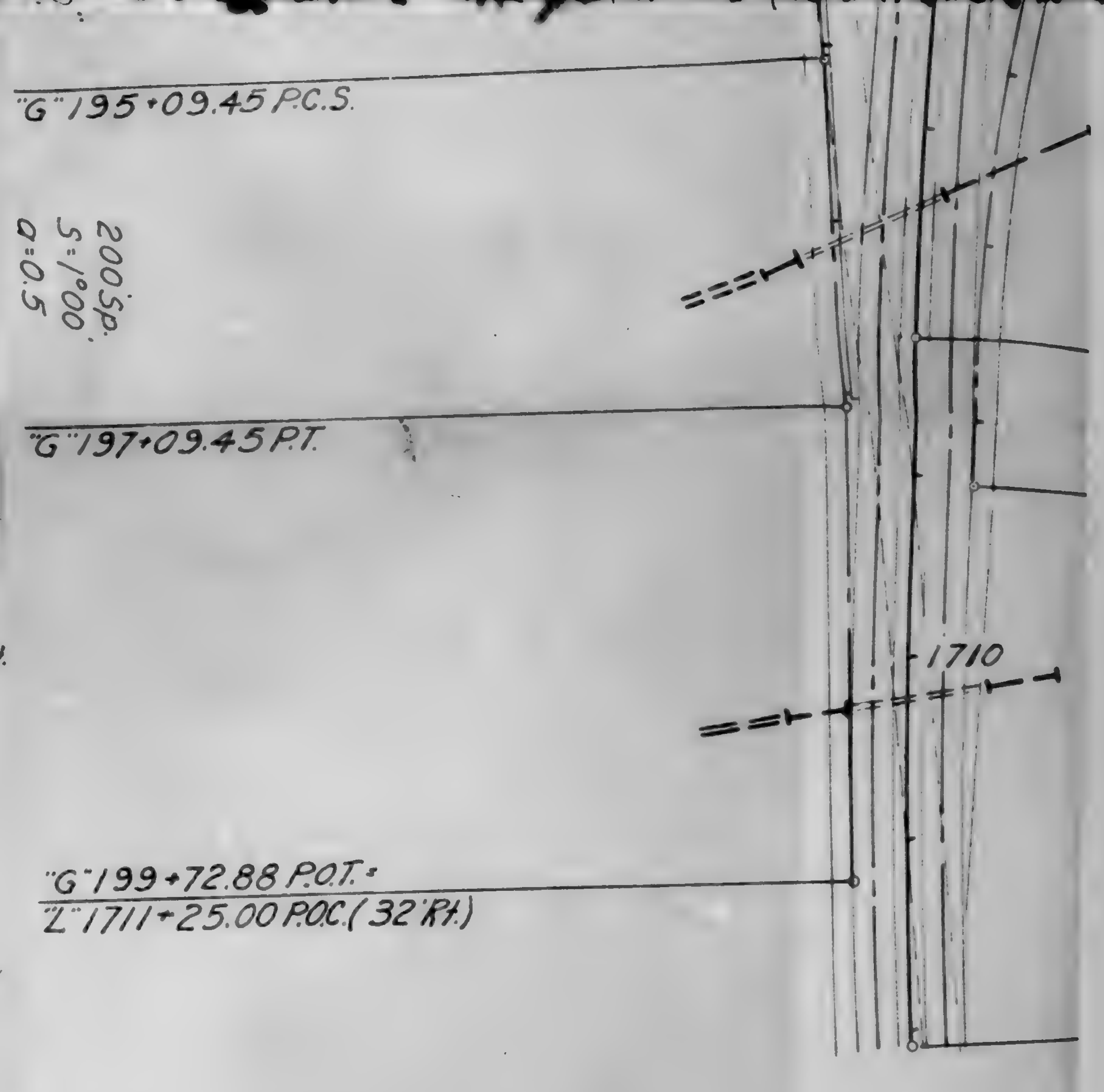

"F" 178
S.69°59'E.
180
"F" 240' Sp.
S=7°12'
a=2.5
"F" 181+00.24 P.T.
"F" 181+83.52 P.S.
"F" 183+83.52 P.S.C.
S. 36°43'E.
185
180
"F
8°C
TΔ:
Ts:
2-2
S:
a
"G" 178+87.5 P.T.
"FR" 181+20
Const. Approach Rt.
"L" 1695
Const. 4x4 R.C.B.C. -344'
Class "A" Conc. 134 C.Y.
Metal Reinf. 15,625 C.Y.
Const. Inlet Ditch-2' Bottom-Sl. 1½:1-180'
Outlet Ditch-4' Bottom-Sl. 1½:1-60'
Gen. Exc. Incl. in Rdwy Exc.
Dr. Exc. 742 C.Y.


CLAYTON CREEK
Head Box
Metal Flume
190
"F"
8°C.R.
T_Δ·60°30'
T_s·518.97
2-200'Sp.
S·8°00
a·4.0
"G" 190+95.28 P.S.
200'Sp.
S·1°00
a·0.5
"G" 192+95.28 P.S.C.
"G"
1°C.R
T_Δ·4°08
T_s·307



+25 Extend Exist 18" C.M.P. 42' Lt. ¢ 34' Rt.
Const. Inlet Ditch 50'
Bottom width -2' - Sl. 1½:1
Dr. Exc. 16 C.Y.

PRELIMINARY COPY
SUBJECT TO CHANGE



+25 Extend Exist 18" C.M.P. 42' Lt. & 34' Rt.
Const. Inlet Ditch 50'
Bottom width - 2' - Sl. 1½:1
Dr. Exc. 16 C.Y.

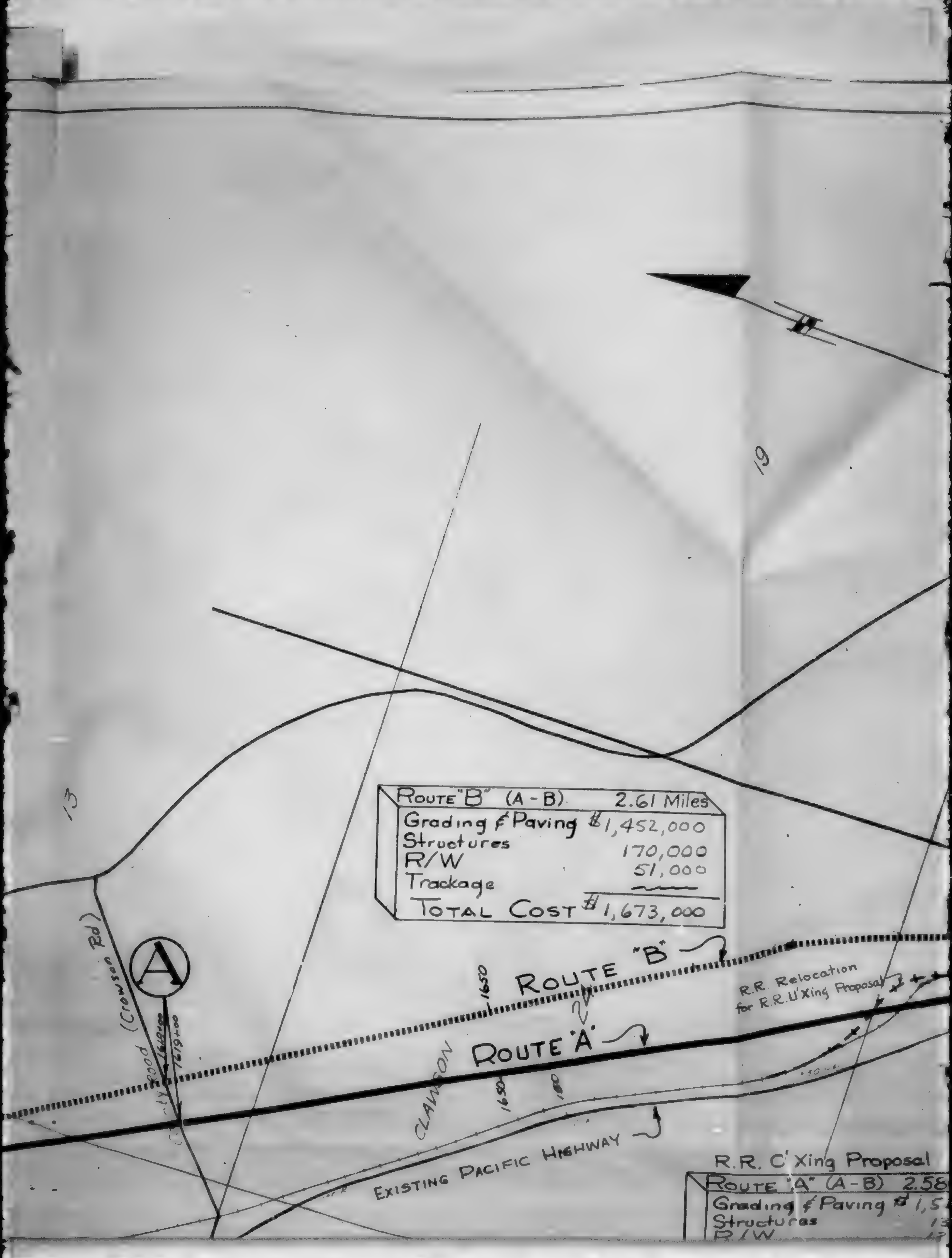
PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON STATE HIGHWAY DEPARTMENT
RECON SKETCH MAP

CROWSON ROAD ~ NEIL CREEK UNIT

ASHLAND ~ CALIFORNIA LINE SECTION

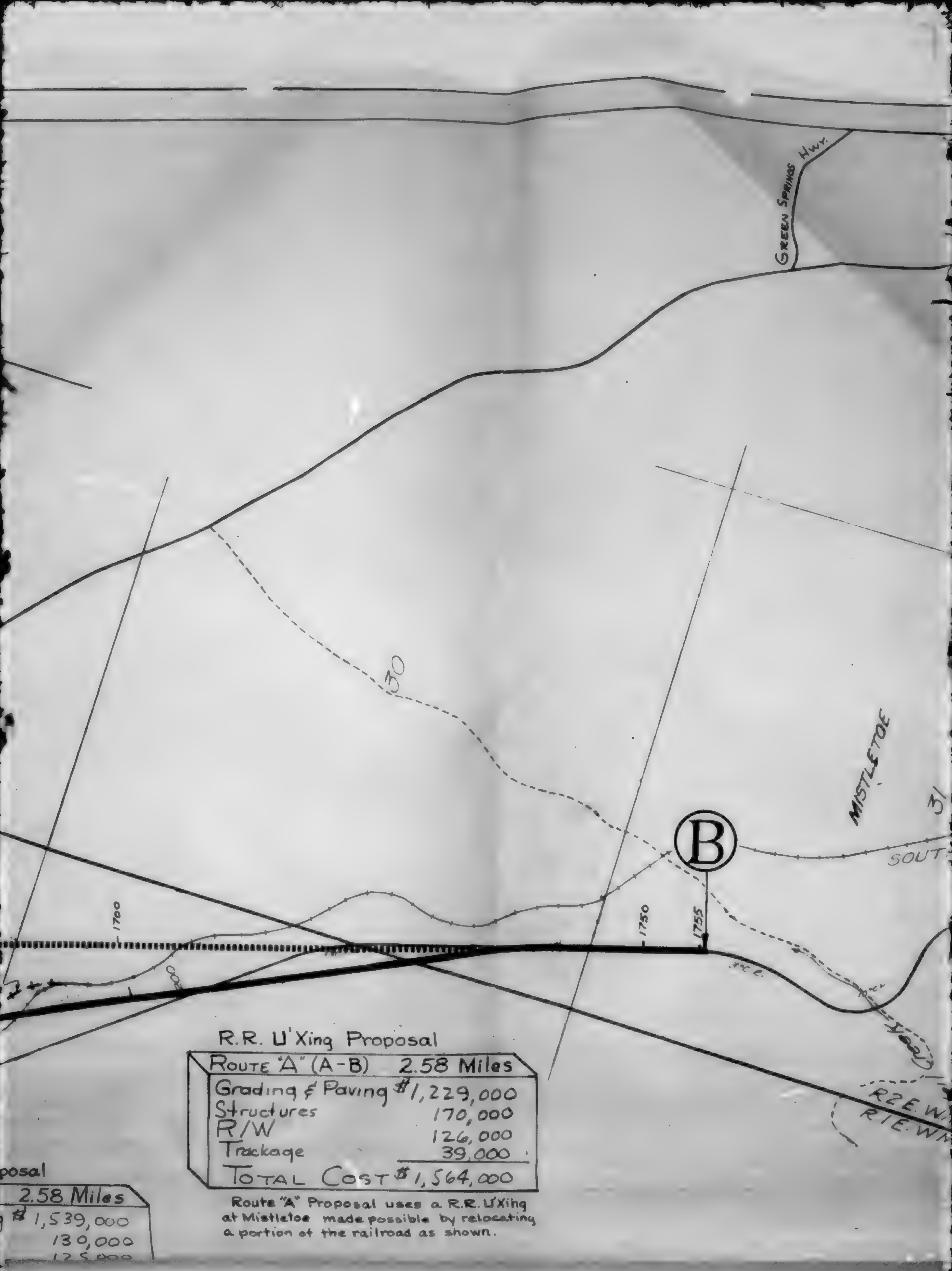
PACIFIC HIGHWAY -- JACKSON COUNTY
SCALE : 1" = 1,000'   DEC. 1959



Route "B" (A - B)	2.61 Miles
Grading & Paving	$1,452,000
Structures	170,000
R/W	51,000
Trackage	~~~~
TOTAL COST	$1,673,000

R.R. C' Xing Proposal

Route "A" (A - B)	2.58
Grading & Paving	$ 1,5
Structures	13
R/W	17



R.R. U'Xing Proposal

Route "A" (A-B)	2.58 Miles
Grading & Paving	$1,229,000
Structures	170,000
R/W	126,000
Trackage	39,000
Total Cost	$1,564,000

Route "A" Proposal uses a R.R. U'Xing at Mistletoe made possible by relocating a portion of the railroad as shown.

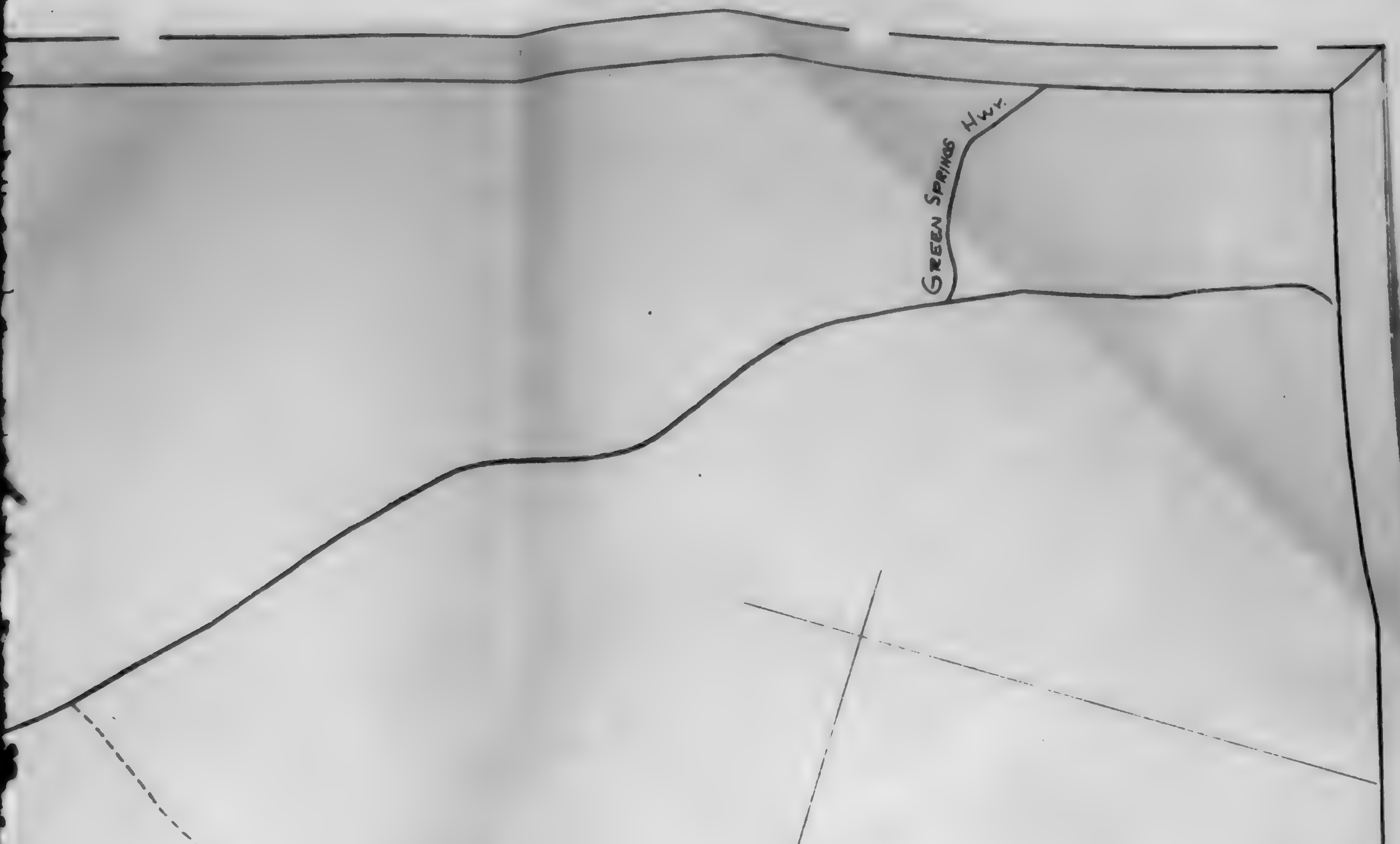
posal

2.58 Miles

g $1,539,000

130,000

125,000

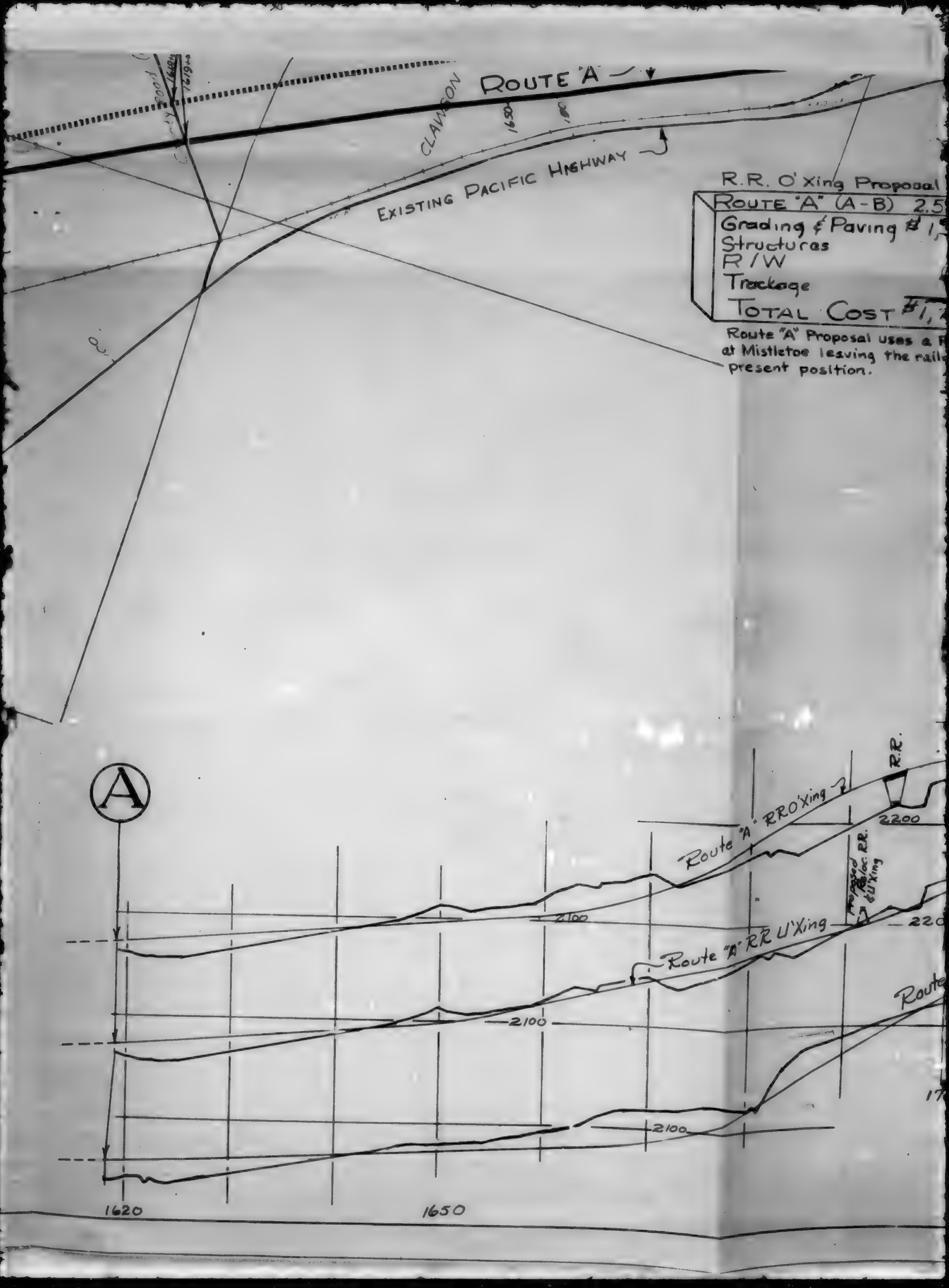


R.R. U'Xing Proposal

Route "A" (A-B)	2.58 Miles
Grading & Paving	$1,229,000
Structures	170,000
R/W	126,000
Trackage	39,000
Total Cost	$1,564,000

Route "A" Proposal uses a R.R. U'Xing at Mistletoe made possible by relocating a portion of the railroad as shown.

ASHLAND
14



R.R. O'Xing Proposal

ROUTE "A" (A-B) 2.5

Grading & Paving $1,

Structures

R/W

Trackage

TOTAL COST $1,7

Route "A" Proposal uses a R
at Mistletoe leaving the rail
present position.

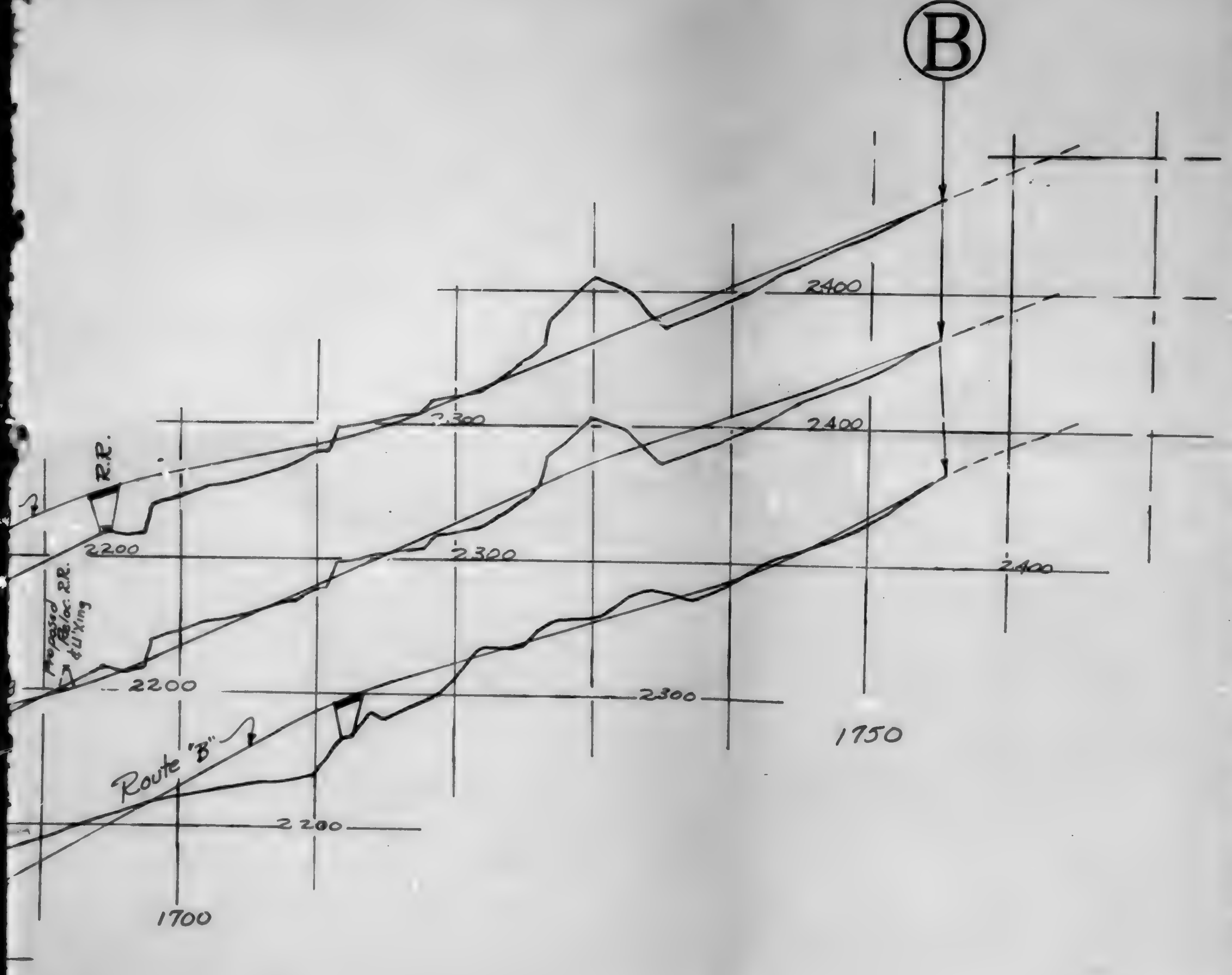
ROUTE "A" (A-B)	2.58 Miles
Grading & Paving	$1,229,000
Structures	170,000
R/W	126,000
Trackage	39,000
TOTAL COST	$1,564,000

Route "A" Proposal uses a R.R. U'Xing at Mistletoe made possible by relocating a portion of the railroad as shown.

Proposal

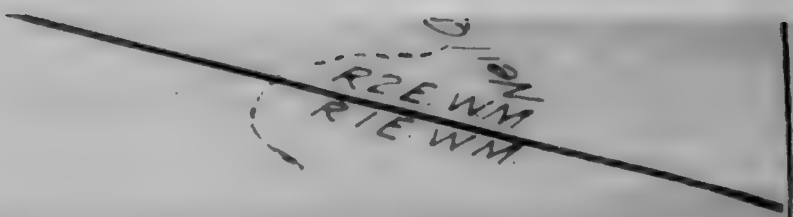
-B)	2.58 Miles
ving	$1,539,000
	130,000
	125,000
	~~
OST	$1,794,000

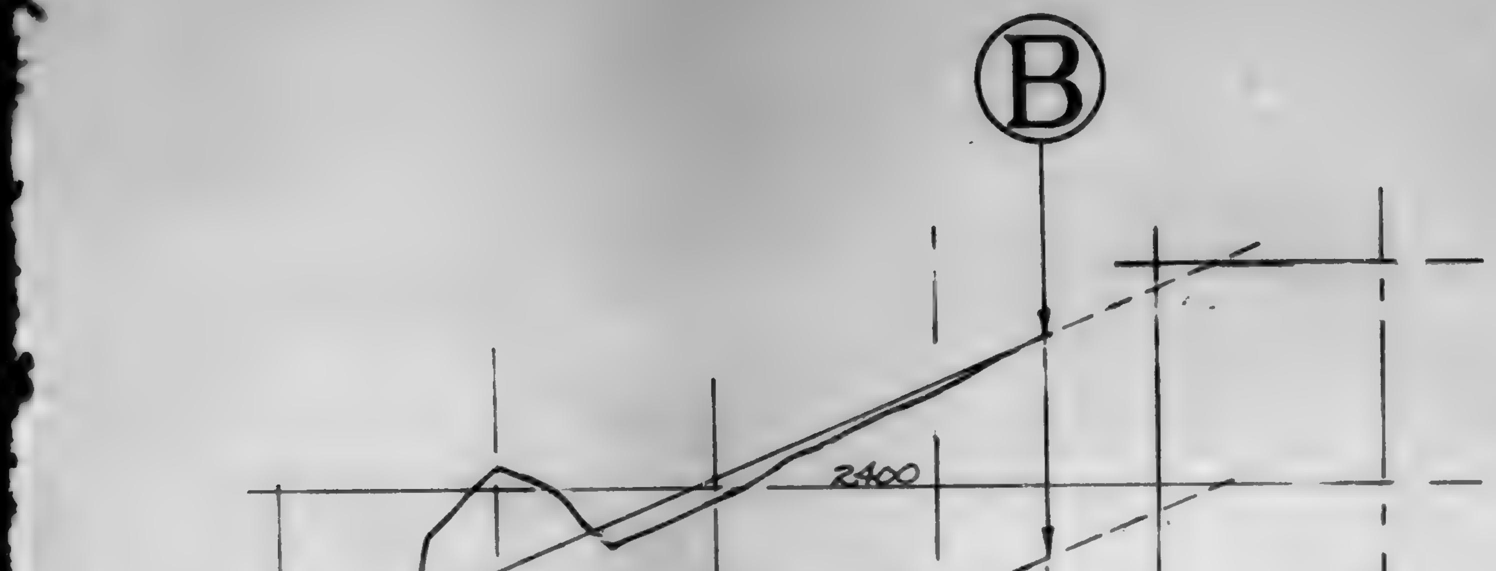
osal uses a R.R. O'Xing
aving the railroad in its
ion.



Route "A" (A-B)	2.58 Miles
Grading & Paving	$1,229,000
Structures	170,000
R/W	126,000
Trackage	39,000
Total Cost	$1,564,000

Route "A" Proposal uses a R.R. U'Xing at Mistletoe made possible by relocating a portion of the railroad as shown.





I-5-1(31) Mistletoe Undercrossing of 1961
12 S.P.R.R.
#5929 Folder # 2

RR-
556
4-6-6

RECEIVED
JUL 23 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5929

July 23, 1963

Western Union Telegraph Company
742 Market Street
San Francisco, California

W.U. Bill 12-108 Contract 5929
W.U. Bill 107, 1-102 Contract 5590

Attention: H. S. Rodney
Division Cashier

In regards to your letter of July 18 to the Oregon State Highway Department regarding the $463.00 retained percentage on your bill No. 12-108, and your letter of July 19 to Mr. Ivan Merchant, regarding retained percentages of $255.44 and $69.81 on your bills No. 107 and 1-102.

All subject billings are awaiting final audit by the Bureau of Public Roads. We have no way of knowing when these audits will be completed, therefore, can only advise that as soon as the audits are finished, the retained percentages will be released.

Very truly yours,

C. H. Maison
Auditor

By:
Jess Jones
Accounting Division

JJ:cg

cc: Mr. Forrest Cooper
Mr. Floyd Query

NOTED
FLOYD QUERY

RECEIVED
JUL 11 1963

FOR FILING

[illegible]

5929

6/10/63
NOA

Salem, Oregon
June 27, 1963

Deed to Southern Pacific
for Mistletoe Overcrossing

L. I. Lindas
Chief Counsel

Attention: Earl F. Saling
Right of Way Office Manager

Attached for further handling is a fully executed copy of a Bargain and Sale Deed to Southern Pacific Company covering the Mistletoe Overcrossing south of Ashland on Interstate 5 in Jackson County.

A conformed copy of the above deed has been retained in this office.

Floyd Query, Secretary

jmc

Encl.

N O A

June 10 Highway Commission Meeting

We have an agreement with the Southern Pacific Company covering the Mistletoe crossing south of Ashland on Interstate 5. Among other things, this agreement calls for the exchange of lands to cover the new highway right of way as well as the relocated railroad right of way.

A form of Bargain and Sale Deed has been prepared covering the State's portion of this transfer. I ask that you approve and execute the deed so that this matter may be brought to a conclusion.

RLP:ms

APPROVED BY HIGHWAY COMMISSION
DATE June 19, 1963 as NOA item presented by Cooper following agenda item 4a
Floyd Query
Secretary

FORM E-30 SOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 7, 1963

SUBJECT: Deed to Southern Pacific
Mistletoe Overcrossing

To:
Mr. R. L. Porter
Deputy State Highway Engineer
Office

Attached hereto are two copies of the corrected deed to the Southern Pacific for the Mistletoe Overcrossing. The deed has been corrected to conform to the corrections requested by the Southern Pacific in their letter of May 29, which I am returning herewith.

The deeds have been approved by myself and Mr. Rohde and are ready for submission to the Highway Commission.

James R. Kuhn
JAMES R. KUHN
Staff Attorney

JRK:bh
Atts.

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
~~C. E. NEAL~~
~~ASST. ENGINEER MAINTENANCE OF~~
~~WAY AND STRUCTURES~~

May 29, 1963

IN REPLY PLEASE REFER TO
912512/323
0-SH-59-25

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

Please refer to your letter of March 27, in connection with the property exchange incident to the Mistletoe Underpass.

We have had prepared, and are arranging for execution on behalf of Southern Pacific Company, the bargain and sale deed in which the State of Oregon is the Grantee.

We are returning herewith one reproduction of the proposed bargain and sale deed in which Southern Pacific Company is the Grantee and by which it will acquire title to the right of way on which the railroad is now located. Direct your attention to some minor changes made in red on the second page. We asked our attorneys to review this proposed deed and they felt that the language which we have crossed out in red left room for a misunderstanding that the State was reserving access from the highway to the relocated railroad right of way. The red deletion appears to dispel any such misunderstanding, and if you agree, we would suggest that the deed now be re-drafted in final form for execution on behalf of the State.

Very truly yours,

H M Williamson

Attach.

NOTED
R. L. PORTER

RECEIVED
MAY 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 8 1963
FOR FILING
[illegible] (31)

5929

April 17, 1963

Mr. Wade C. Morris, Superintendent
Southern Pacific Company
Dunsmuir, California

Dear Mr. Morris:

Re: Mistletoe Railroad Undercrossing
Bridge No. 8748

Your letter of April 2 indicates two items of construction which should be corrected, as follows:

1. 24" culvert, No. 424.71, to be extended six feet on the east side of the track.

2. 24" culvert, No. 404.81, should have a concrete or grouted rock headwall.

An inspection by our Division Engineer's staff indicates that these corrective measures should be undertaken and our maintenance crews have been instructed to proceed with this work with the expectation that all work will be completed prior to May 15. Mr. Patterson, your resident engineer on this project, will be kept advised of the progress of the work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. P. M. Stephenson
Mr. I. D. Marchant
Mr. L. R. Chandler

FORM E-30 80M 9-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 12, 1963

SUBJECT: Mistletoe Undercrossing
Bridge No. 8748

To: Ivan D. Merchant
Bridge Engineer
Salem, Oregon

This is in regard to your letter of April 8, concerning two corrective actions desired by the Southern Pacific Company at our Mistletoe Undercrossing. On March 27 I was to have made a field inspection with Mr. MeHenry, Senior Assistant Division Engineer from the Southern Pacific Company regarding this subject complaint. Due to prior committments, Mr. McHenry was unable to be there at that time. However I was able to make an inspection of the job with Mr. Patterson, the Resident Engineer on the project.

Of the two matters Mr. Morris wishes corrected, the 24" culvert, number 424.71 (Station 937+00) should be extended six feet. The concrete or grouted rock headwall for culvert number 424.81 (Station 943+85) is questionable as to whether it is needed. In my opinion since it would be a small matter to hand place a rock headwall and grout, I feel that we should do this work in order to satisfy the railroad.

I will be in the Medford area next week and will go over this work with our District Maintenance Superintendent, Mr. Lammert and have him proceed with this work so that it will be completed prior to May 15.

John Quiner II
John Quiner II
Ass't. Division Engineer

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 15 1963 PM
7,8,9,10,11,12,1,2,3,4,5,6

JQII:lf

cc: R. L. Lammert

S-2660

Southern Pacific Company

DUNSMUIR, CALIFORNIA

IN REPLY PLEASE REFER TO
GMO 84383

WADE C. MORRIS
SUPERINTENDENT
JOSEPH J. WILLIS
ASSISTANT SUPERINTENDENT
REX R. BAYMILLER
DIVISION ENGINEER

April 2, 1963

REFERRED TO
Stephenson
BY DEPUTY STATE HIGHWAY ENGINEER

Merchant — Rough
draft for [illegible].

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Attn: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

This is in reference to our correspondence regarding corrective action which should be taken to drainage facilities in connection with line change made by Southern Pacific Company for Mistletoe Undercrossing.

Recent inspection indicates there are still two items which should be corrected:

1. 24" culvert No. 424.71 is too short and should be extended 6' on the east side of the track.
2. 24" culvert No. 424.81 does not properly support track subgrade on the west side of the track and should have a concrete or grouted rock headwall.

Will you please advise if you will take corrective action accordingly. If you so desire, we will arrange to do the work on a recollectible basis. We estimate that it will cost approximately $150 for labor and material to do the work with Southern Pacific Company forces.

Yours truly,

WC Morris
dmr

Copy for ~~L R Chandler~~.
" " Mr. [illegible]

RECEIVED
APR 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
BRIDGE DIVISION
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
APR 5 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 27 1963

FOR FILING

[illegible]
[illegible]

9

March 27, 1963

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Re: Mistletoe Undercrossing
R/W File 31205

This is in reply to your letter of February 13 which concerns descriptions of property to be conveyed in connection with the Mistletoe Undercrossing project.

Apparently the records of your organization and this Department are not in complete agreement and there seems to be no way we can reconcile the proposed dimensions and not cause a conflict somewhere. It appears that the satisfactory way to handle this matter is to delete the two dimensions, as originally proposed. I believe this will cause the least conflict to everyone concerned.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. Floyd Scott

PLEASE RETURN ~~TO~~
R. L. PORTER

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

February 13, 1963

IN REPLY PLEASE REFER TO
912512/323
C-SH-59-25

REFERRED TO
Morgan
BY DEPUTY STATE HIGHWAY ENGINEER

REFERRED TO
Barbee
By Construction Engineer

Please advise as to description

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

CONSTRUCTION DIVISION
RECEIVED
FEB 18 1963
NOTED- ☒ CE ☐ ACE ☐ ACE ☐ ☐ COE

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

This refers to your letter of November 16, 1962, in connection with the Mistletoe Undercrossing, your Right of Way File 31205.

In view of the explanation offered in the second paragraph of your letter, we will accept the access restriction proposed in your deed to Southern Pacific.

In connection with the third paragraph, we offer the following suggestions, in order that the information in the exchange of deeds will result in a continuous railroad right of way line:

1. The description in the proposed deed to Southern Pacific has a course of North 62°39' West, 450.27 feet. This is 36.86 feet greater than the length of 413.41 feet shown on Drawing 802H.

2. Take this difference in length of 36.86 feet and add it to the 46.90 feet course shown on the drawing, resulting in a total dimension of 83.8 feet, to the nearest tenth, which is the distance bracketed on the description you returned to us.

3. This increase in tangent length would in turn require a reduction in length of the final arc distance from 199.85 feet to 128.69 feet.

The attached computer calculation sheet shows a closure based on these suggestions.

We suggest that this be done, but if you still do not agree, we will not object to the deletion of the dimensions as suggested at the end of the third paragraph of your letter.

Yours very truly,

HM Williamson

Attach.

RECEIVED
FEB 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1963
OREGON
STATE HIGHWAY COMMISSION

```
                                                           CALC. LINE ACROSS SPCO 100 R/W-MISTL

PRB TRAV CRS  DISTANCE   N-S  BEARING E-W    COSINE          SINE         LATITUD
    No.  No.

 1   223  00       .000   N   00 00 00  E  0.000000000   0.000000000          .00
 1   223  01     83.810   N   62 39 00  W  0.459424842   0.888216645        38.50
 1   223  02    102.160   N   61 48 29  W  0.472426850   0.881369878        48.26
 1   223  03   1195.920   N   29 51 00  E  0.867331428   0.497731039      1037.25
 1   223  04   1195.920   S   36 00 56  W  0.808857380   0.588004871       967.32
 1   223  05    297.960   S   41 32 30  E  0.748473648   0.663164526       223.01
 1   223  06    100.000   N   48 27 30  E  0.663164524   0.748473647        66.31
 1   223  99       .000   N   00 00 00  E  0.000000000   0.000000000          .00
```

distance bracketed in desc.

chord of spiral

at right angles across SPCo R/W

radial lines

S 36° 00′ 56″ W

− N 29° 51′ 00″ E

Δ = 6° 09′ 56″ for 1195.92 foot radius curve in description

radians = 0.1076093

× 1195.92 radius

Arc = 128.69 feet

```
 CALC. LINE ACROSS SPCO 100 R/W-MISTLETOE

-W    COSINE          SINE       LATITUDE   DEPARTURE    Y-COORDS     X-COORDS X-CODE

   0.000000000  0.000000000       .000        .000  100000.000   100000.000
   0.459424842  0.888216645     38.504     74.441- 100038.504     99925.559
W  0.472426850  0.881369878     48.263     90.041- 100086.767     99835.518
E  0.867331428  0.497731039   1037.259    595.247  101124.026    100430.765
W  0.808857380  0.588004871    967.329-   703.207- 100156.697     99727.558
E  0.748473648  0.663164526    223.015-   197.597   99933.682     99925.155
E  0.663164524  0.748473647     66.316     74.847   99999.998    100000.002   X-11
E  0.000000000  0.000000000       .002        .002        .000          .000
```

dius curve in description

radius

et

RECEIVED
DEC 18 1962
FOR FILING

5929

November 16, 1962

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Re: Mistletoe Undercrossing
R/W File 31205

Under date of November 12, you sent us copies of the proposed deed by which the State transfers to the Southern Pacific Company right of way for the new alignment of the tracks at the Mistletoe Undercrossing in Jackson County, and also a copy of the deed by which the Southern Pacific Company transfers to the State the old right of way in this section.

The bargain and sale deed whereby the State transfers the property to the Railroad Company is satisfactory insofar as the descriptions are concerned. I would, however, like to discuss further the matter of surrender of access rights by the Railroad from the property being deeded to you to the Interstate Highway and the ramps at the South Ashland Interchage. To illustrate the matter, I attach a print from our Drawing 7V-7-1, Sheet No. 15. On this I have colored in red the roadways of the Interstate Highway and the ramps of the interchange to which direct access cannot be granted under federal rules. I have also colored in green the property being transferred to the Southern Pacific Company and in yellow the portions of the old Southern Pacific Company right of way to which title remains in the Railroad Company. You will note that northerly from the intersection of the frontage road with the old Pacific Highway ('G' Line) which becomes the southbound entrance ramp to the freeway, you will have unlimited access. You will also note that this is all the access which you had prior to the construction of the line change and of the Interstate Highway. Southerly from that point the old line diverged from the existing Pacific Highway and was separated from it by privately-owned property which has since been acquired by the State. Any access rights which you might have from the existing right of way, shown tinted in yellow, would not be affected by the access restriction proposed in our deed to the Railroad Company.

In connection with the deed which is proposed to cover the area to be granted to the State, our engineers have not been able to check two distances. I am attaching a Xerox print from this description on which I have bracketed these distances. The first distance occurs in the twentieth line from the top of the second page where the deed shows "83.8 feet". In your Drawing 802H, Shasta Division, revised 11-3-61, you show this distance as 86.90 feet. The second distance is in the second line from the bottom of the second page where you show "an arc distance of 128.69 feet". This is shown on your Drawing 802H as 199.85 feet. Our calculations check reasonably close to the dimension shown on Drawing 802H and if distances are to be used, we believe the distances shown on this drawing should be used. If we cannot get together on the distances, I would suggest the distances and wording within the brackets on the Xerox print be eliminated and the description simply show as extending to points tied down by reference to your center line.

Will you please advise as to your decision in the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

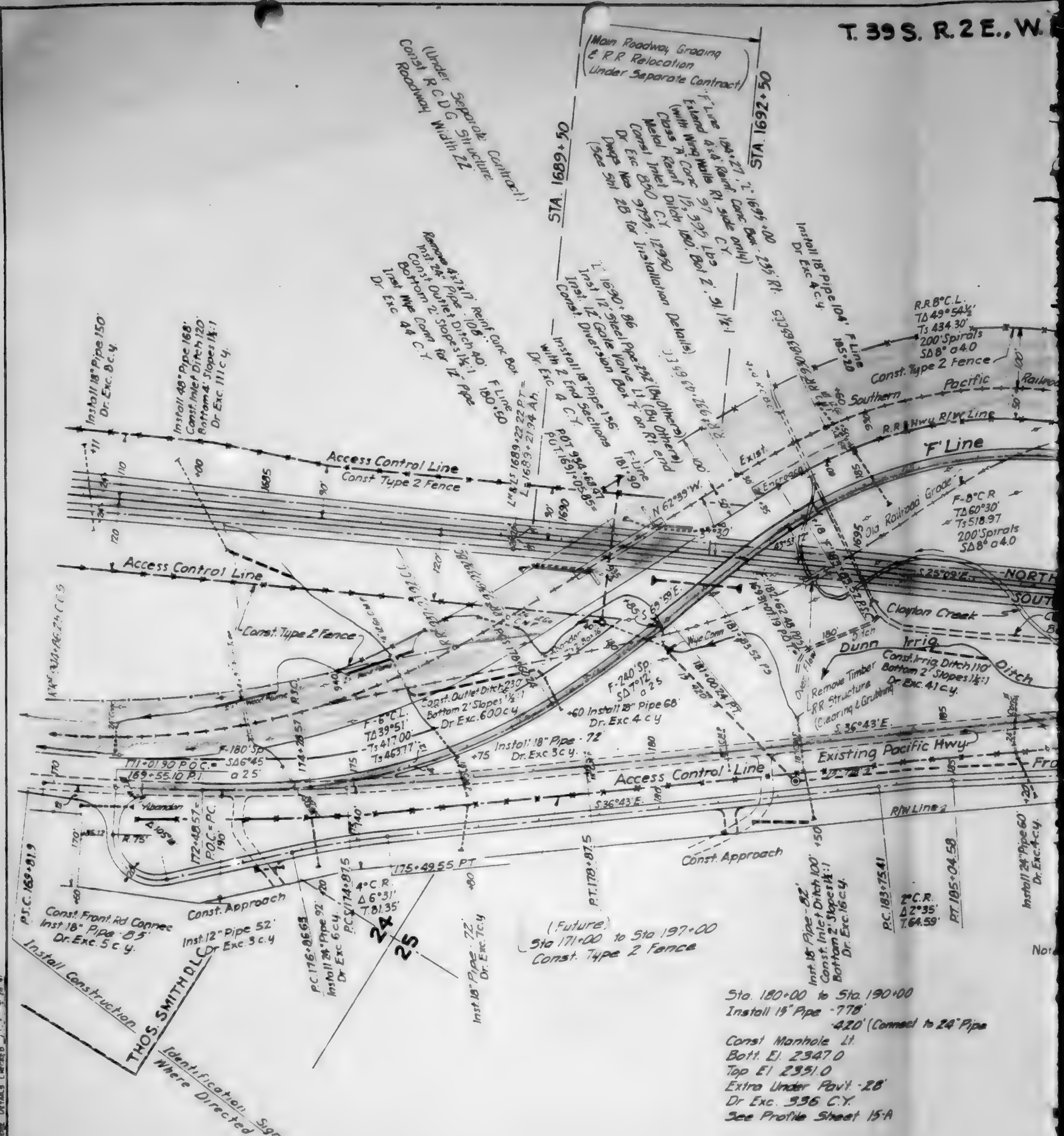
By

G. S. Paxson
Deputy State Highway Engineer

Attach.

GSP:mm
cc Mr. Sam Burton

bc Mr. Forrest Cooper
Mr. W. T. Wright (with copy of Dwg. 7V-7-1)

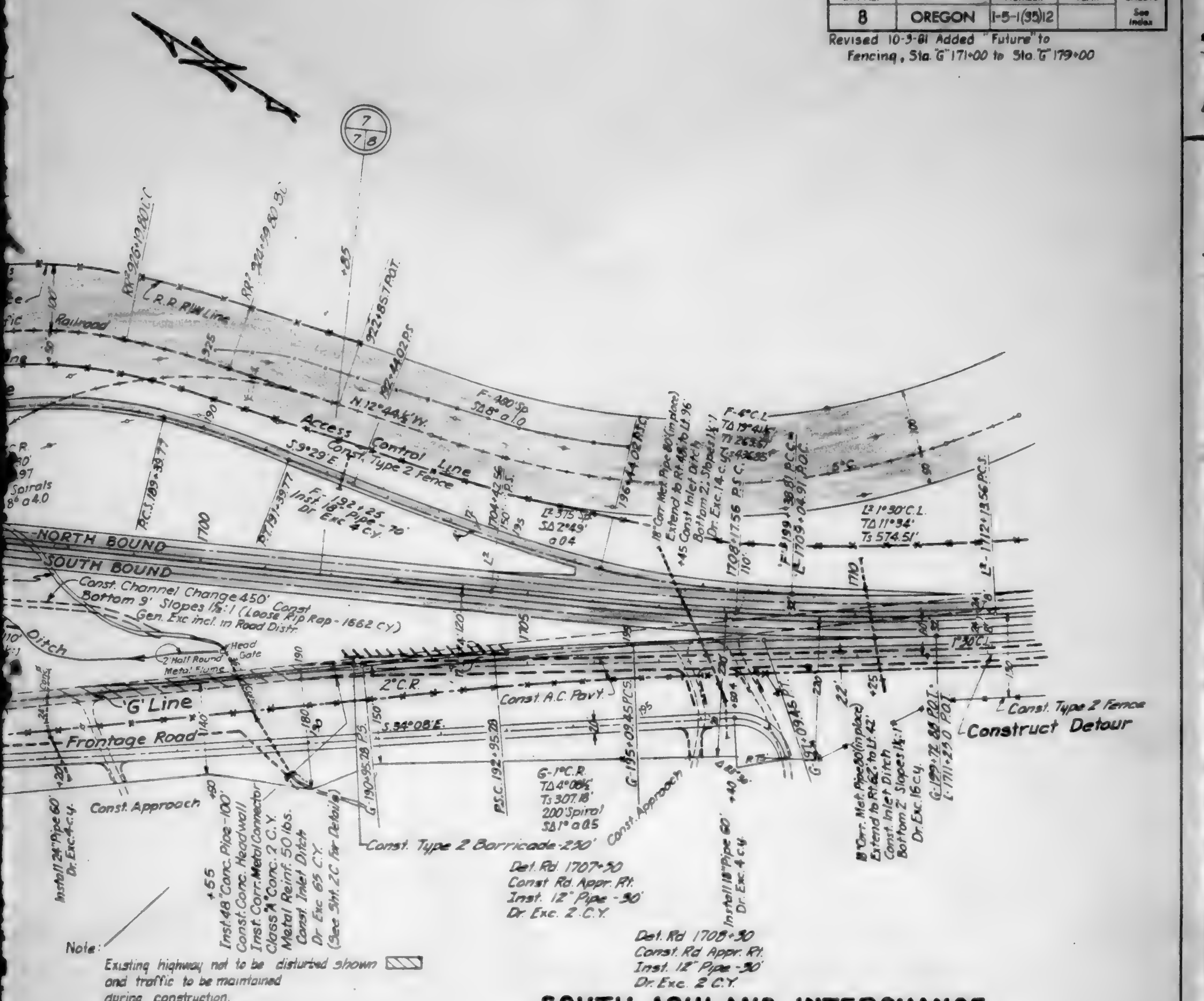

T. 39 S. R. 2 E., W
(Under Separate Contract)
Const R C D G Structure
Roadway Width 22
Main Roadway Grading
& R.R. Relocation
Under Separate Contract
STA. 1689+50
STA. 1692+50
'F' Line 180+27, 'L' 1695+00
Extend 4x4 Reinf. Conc. Box 235' Rt.
(with Wing Walls Rt. Side only)
Class 'A' Conc 97 C.Y.
Metal Reinf 15,395 Lbs
Const Inlet Ditch 180', Bot 2', Sl 1½:1
Dr Exc 850 C.Y.
Dwgs No 9795, 12960
(See Sht 2B for Installation Details)
Remove 4x7x17' Reinf Conc Box
Inst 24" Pipe 108' F Line 180+50
Const Outlet Ditch 40'
Bottom 2' Slopes 1½:1
Inst Wye Conn for 12" Pipe
Dr Exc 44 C.Y.
'L' 1690+86
Inst 12" Steel Pipe 292' (By Others)
Inst 12" Gate Valve Lt. (By Others)
Const Diversion Box 'F' on Rt. end
Install 18" Pipe 156'
with 2 End Sections
Dr. Exc 4 C.Y.
F-Line 181+90
L"F"Ls 1689+22.22 PT =
L 1689+21.34 Ah.
POT 984+68.47
P.O.T. 1691+05.85=
Install 18" Pipe 104' F Line 185+20
Dr Exc 4 c.y.
Install 18" Pipe 150'
Dr. Exc. 8 c.y.
Install 48" Pipe 168'
Const. Inlet Ditch 120'
Bottom 4' Slopes 1½:1
Dr Exc. 111 c.y.
Access Control Line
Const Type 2 Fence
Access Control Line
Const. Type 2 Fence
N 62°39'W.
Exist.
Encroach
R.R. 8° C.L.
TΔ 49°54½'
Ts 434.30'
200' Spirals
SΔ 8° a 4.0
Const. Type 2 Fence
Southern Pacific Railroad
R.R. Hwy R/W Line
'F' Line
Old Railroad Grade
F-8° C.R.
TΔ 60°30'
Ts 518.97
200' Spirals
SΔ 8° a 4.0
S 25°09'E.
NORTH
SOUTH
Clayton Creek
Dunn Irrig. Ditch
Const. Irrig. Ditch 110'
Bottom 2' Slopes 1½:1
Dr. Exc. 41 c.y.
Remove Timber
RR Structure
(Clearing & Grubbing)
Over Flow
Wye Conn
181+62.48 PCS
181+00.24 PT.
S 69°59'E.
Abandon
Const. Outlet Ditch 230'
Bottom 2' Slopes 1½:1
Dr Exc. 600 c.y.
F-240' Sp.
SΔ 7°12'
a 2.5
+60 Install 18" Pipe 68'
Dr. Exc. 4 c.y.
F-6° C.L.
TΔ 39°51'
Ts 417.00
Ts 463.77
Install 18" Pipe 72'
Dr. Exc 3 c.y.
F-180' Sp
SΔ 6°45
a 2.5
171+01.90 P.O.C. =
169+55.10 P.I.
Existing Pacific Hwy
Access Control Line
S 36°43'E.
S 36°43'E.
R/W Line
Abandon
Δ 105°
R. 75'
172+48.57 =
P.O.C. = P.C.
190'
175+49.55 PT
4° C.R.
Δ 6°31'
T. 81.35'
P.C.S. 174+87.5
P.C. 176+86.63
Install 24" Pipe 92'
Dr Exc 6 c.y.
24
25
Inst. 18" Pipe 72'
Dr. Exc. 7 c.y.
P.T. 178+87.5
Const. Approach
Const. Approach
P.S.C. 169+81.9
Const. Front. Rd Connec
Inst 18" Pipe 85'
Dr. Exc. 5 c.y.
Inst. 12" Pipe 52'
Dr Exc. 3 c.y.
Install Construction
THOS. SMITH D.L.C.
Identification Sign
Where Directed
(Future)
Sta 171+00 to Sta 197+00
Const. Type 2 Fence
Inst. 18" Pipe 82'
Const. Inlet Ditch 100'
Bottom 2' Slopes 1½:1
Dr. Exc. 16 c.y.
P.C. 183+75.41
2° C.R.
Δ 2°35'
T. 64.59'
P.T. 185+04.58
Install 24" Pipe 60'
Dr. Exc. 4 c.y.
Sta. 180+00 to Sta. 190+00
Install 15" Pipe -778'
-420' (Connect to 24" Pipe
Const Manhole Lt.
Bott. El. 2347.0
Top El 2351.0
Extra Under Pav't. -28'
Dr Exc. 336 C.Y.
See Profile Sheet 15-A
Bridge Details Checked

7V-7-1

E., W.M.

N. ASHLAND INTER - S. ASHLAND INTER SEC PACIFIC · HIGHWAY JACKSON COUNTY				SHEET No. 15
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-1(35)12		See Index

Revised 10-3-81 Added "Future" to Fencing, Sta. "G" 171+00 to Sta. "G" 179+00



Note: Existing highway not to be disturbed shown ▨ and traffic to be maintained during construction.
Grading is to be performed under future contract.

SOUTH ASHLAND INTERCHANGE

FOR PROFILES OF MAIN ROADWAY AND FRONTAGE ROAD SEE SHEET 15A; OF 'F' AND 'G' LINES & DETOUR SEE SHEET 15B.

S-62

S-2700

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
912512/323
O-SH-59-25

November 12, 1962

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Please refer to your letter of June 5, 1962, in connection with descriptions for an exchange of property at the Mistletoe Underpass.

We believe that we have finally been able to develop descriptions which will be mutually satisfactory. Attached is a reproduced copy of your proposed bargain and sale deed which will be satisfactory to us if the changes indicated by the typed inserts are made.

We also question the propriety of the access relinquishment clause on page 2. In this case, SP is acquiring ownership to the new right of way in lieu of the right of way being conveyed to the State, from which the main track has been relocated, and is in effect granting to the State an easement for construction and use of a highway at separated grades by means of an underpass. In the case of such easements, it has never been our practice to convey access rights.

In addition, we feel that the clause used in your proposed deed is vague as to the exact line over which the access rights ~~of way~~ would be relinquished. Strictly interpreted, it would also appear to restrict access by Southern Pacific to the South Ashland Traffic Interchange.

It is our recommendation that this clause be deleted, but if you insist upon the relinquishment of some access rights, please furnish us with a description of the line over which you propose that they be relinquished.

We are also attaching a copy of description which we propose to use in the conveyance to the State. Near the bottom of the first page, we have left certain blanks to tie the description into your condemnation proceedings. Please let us have proper information for insertion in these blanks.

We are also attaching two prints of Shasta Division Drawing 802-C, dated October 25, 1962, to illustrate the parcels covered by the descriptions.

Please let us have your approval or comments on the descriptions as now prepared, and your thoughts on the deletion of the access clause.

Very truly yours,

HM Williamson

Attachs.

RECEIVED
NOV 13 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

From File No. 31204 L-3368
To File No. 31205

BARGAIN AND SALE DEED

KNOW ALL MEN BY THESE PRESENTS, That the State of Oregon, by and through its State Highway Commission, hereinafter called the Grantor, for the consideration of the sum of One and No/100 Dollar ($1.00) and other valuable consideration, to it paid, has bargained and sold and by these presents does grant, bargain, sell and convey unto Southern Pacific Company, a corporation of the State of Delaware, hereinafter called the Grantee, the following described premises, to wit:

Parcel 1

A parcel of land lying in the N½NE¼ of Section 25, Government Lot 4, of Section 24 and in the Thomas Smith D. L. C. # 55, Township 39 South, Range 1 East, W. M., Jackson County, Oregon; the said parcel being a strip of land extending from a line at right angles to the Main Track center line of the relocated Southern Pacific Company at Station RR2 922+85.7 to a line which is parallel to and 90 feet Easterly of the center line of the relocated Pacific Highway, said strip of land being 150 feet in width, 100 feet on the Easterly side and 50 feet on the Westerly side of the center line of said relocated railroad, which railroad center line is described as follows:

Beginning at Engineer's center line Station RR2 922+85.7, said Station being 1111.29 feet South and 1880.96 feet East of the most Southerly Southwest corner of said D. L. C. # 55; thence North 12° 44' 30" West, 174.10 feet; thence on a spiral curve left (the long chord of which bears North 14° 52' 30" West) 160 feet; thence on a 716.20 foot radius curve left (the long chord of which bears North 37° 41' 45" West) 463.85 feet; thence on a spiral curve left (the long chord of which bears North 60° 31' West) 160 feet; thence North 62° 39' West, 450.27 feet; thence on a spiral curve right (the long chord of which bears North 61° 49' West) 100 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears North 42° 50' 30" West) 692.33 feet; thence on a spiral curve right (the long chord of which bears North 23° 52' West) 100 feet; thence North 23° 02' West, 131.16 feet to Station RR 2 947+17.41 back = RR Station 946+57.2 ahead on the center line of the existing Main Track. The center line of the relocated Pacific Highway herein referred to is described as follows:

Beginning at Engineer's center line Station 1640+00, said Station being 4377.62 feet North and 980.15 feet West of the most Southerly Southwest corner of said Thomas Smith D. L. C. # 55; thence South 25° 09' East, 6442.56 feet; thence on a spiral curve left (the long chord of which bears South 26° 05' 20" East) 375 feet; thence on a 3819.72 foot radius curve left (the long chord of which bears South 30° 56' East) 396 feet; thence on a spiral curve left (the long chord of which bears South 35° 56' 40" East) 375 feet; thence South 36° 43' East, 41.48 feet to Station 1716+30.04.

EXCEPT that portion of the above described Parcel 1 lying within the land, now of the Southern Pacific Company, as described in deed dated July 12, 1887, recorded July 21, 1887, in Book 13 of Deeds, at page 735, and in deed dated August 11, 1887, recorded December 20, 1887, in Book 14 of Deeds, at page 570, Records of Jackson County.

The parcel of land to which this description applies contains a net area of 2.58 acres, more or less.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

Parcel 2

A parcel of land lying in the N½NE¼ of Section 25, Government Lot 4 of Section 24 and in the Thomas Smith D. L. C. # 55, Township 39 South, Range 1 East, W. M., Jackson County, Oregon; the said parcel being a strip of land extending from a line which is parallel to and 90 feet Easterly of the center line of the relocated Pacific Highway to a line lying at right angles to the Main Track center line of the relocated Southern Pacific Company at Station RR2 947+17.41, said strip of land being 100 feet in width, 50 feet on each side of the center line of said relocated railroad, which railroad center line is described in Parcel # 1.

The center line of the relocated Pacific Highway is also described in Parcel # 1.

EXCEPT that portion of the above described Parcel 2 lying within the land, now of the Southern Pacific Company, as described in deed dated July 12, 1887, recorded July 21, 1887, in Book 13 of Deeds, page 735, Records of Jackson County.

The parcel of land to which this description applies contains a net area of 1.19 acres, more or less.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

Subject to irrigation ditches now existing on the above described tract which the Grantee agrees to protect during the construction of a railroad thereon.

~~Provided, however, there is reserved to the Grantor, and waived by the Grantee, all right of access between the above described real property and the right of way of the relocated Pacific Highway, including the South Ashland Traffic Interchange, abutting on said parcels, which public highway is further identified as State Highway No. 1. This reservation shall run with the land and shall not be subject to modification, cancellation or destruction by adverse user or estoppel, no matter how long continued. Nothing in this conveyance contained shall be construed as conveying any estate, right, title or interest in and to the public highway right of way or any rights of reversion therein or thereto.~~

There is reserved to the Grantor, its successors and assigns, a perpetual right, license and easement for the construction, operation and maintenance of a public highway by means of an underpass and appurtenances under the railroad structure as constructed over a portion of ~~the property~~ Parcel 2 herein conveyed; said portion being described as follows:

A parcel of land situate in the northwest quarter of the northeast quarter of Section 25 and in Government Lot 4 of Section 24, Township 39 South, Range 1 East, Willamette Meridian, County of Jackson, State of Oregon, more particularly described as follows:

Beginning at the point of intersection of the relocated center line of Southern Pacific Company's main track with the center line of the relocated Pacific Highway, said point being at railroad Engineer Station (RR2) 934+68.47 and at Highway Station 1691+05.85, and being 244.18 feet South and 1183.84 feet East of the most southerly southwest corner of the Thomas Smith D.L.C. No. 55, in Township 39 South, Range 1 East, Willamette Meridian; thence South 62°39' East along said relocated center line of main track, 147.84 feet to a point in a line parallel with and distant 90 feet easterly, measured at right angles, from said Highway center line, and the true point of beginning of the parcel of land to be described; thence North 25°09' West along said parallel line, 82.13 feet to a point distant 50 feet northeasterly, measured at right angles, from said relocated center line of main track; thence Northwesterly parallel and concentric with and distant 50 feet northeasterly, measured at right angles and radially, from last said relocated center line, a distance of 345 feet, more or less, to a line which is parallel with and distant 120 feet westerly, measured at right angles, from said Highway center line; thence South 25°09' East along last said parallel line, 164.3 feet, more or less, to a line which is parallel with and distant 50 feet Southwesterly, measured at right angles, from said relocated center line of main track; thence South 62°39' East along last said parallel line, 344.96 feet to a line parallel with and distant 90 feet easterly, measured at right angles, from said Highway center line; thence on each side of the center line of said relocated railroad, which railroad center line is described in Parcel # 1.

The center line of the relocated Pacific Highway is also described in Parcel # 1.

EXCEPT that portion of the above described Parcel 2 lying within the land, now of the Southern Pacific Company, as described in deed dated July 12, 1887, recorded July 21, 1887, in Book 13 of Deeds, page 735, Records of Jackson County.

The parcel of land to which this description applies contains a net area of 1.19 acres, more or less.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

Subject to irrigation ditches now existing on the above described tract which the Grantee agrees to protect during the construction of a railroad thereon.

~~Provided, however, there is reserved to the Grantor, and waived by the Grantee, all right of access between the above described real property and the right of way of the relocated Pacific Highway, including the South Ashland Traffic Interchange, abutting on said parcels, which public highway is further identified as State Highway No. 1. This reservation shall run with the land and shall not be subject to modification, cancellation or destruction by adverse user or estoppel, no matter how long continued. Nothing in this conveyance contained shall be construed as conveying any estate, right, title or interest in and to the public highway right of way or any rights of reversion therein or thereto.~~

There is reserved to the Grantor, its successors and assigns, a perpetual right, license and easement for the construction, operation and maintenance of a public highway by means of an underpass and appurtenances under the railroad structure as constructed over a portion of ~~the property~~ Parcel 2 herein conveyed; said portion being described as follows:

A parcel of land situate in the northwest quarter of the northeast quarter of Section 25 and in Government Lot 4 of Section 24, Township 39 South, Range 1 East, Willamette Meridian, County of Jackson, State of Oregon, more particularly described as follows:

Beginning at the point of intersection of the relocated center line of Southern Pacific Company's main track with the center line of the relocated Pacific Highway, said point being at railroad Engineer Station (RR2) 934+68.47 and at Highway Station 1691+05.85, and being 244.18 feet South and 1183.84 feet East of the most southerly southwest corner of the Thomas Smith D.L.C. No. 55, in Township 39 South, Range 1 East, Willamette Meridian; thence South 62°39' East along said relocated center line of main track, 147.84 feet to a point in a line parallel with and distant 90 feet easterly, measured at right angles, from said Highway center line, and the true point of beginning of the parcel of land to be described; thence North 25°09' West along said parallel line, 82.13 feet to a point distant 50 feet northeasterly, measured at right angles, from said relocated center line of main track; thence Northwesterly parallel and concentric with and distant 50 feet northeasterly, measured at right angles and radially, from last said relocated center line, a distance of 345 feet, more or less, to a line which is parallel with and distant 120 feet westerly, measured at right angles, from said Highway center line; thence South 25°09' East along last said parallel line, 164.3 feet, more or less, to a line which is parallel with and distant 50 feet Southwesterly, measured at right angles, from said relocated center line of main track; thence South 62°39' East along last said parallel line, 344.96 feet to a line parallel with and distant 90 feet easterly, measured at right angles, from said Highway center line; thence North 25°09' West along last said parallel line, 82.13 feet to the true point of beginning, containing an area of 0.79 of an acre, more or less.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

There is also reserved to the Grantor, its successors and assigns, a permanent easement for slope purposes, over that portion of the above described Parcel 1, more particularly described as follows:

A strip of land 20 feet in width situate in the northwest quarter of the northeast quarter of Section 25, Township 39 South, Range 1 East, Willamette Meridian, County of Jackson, State of Oregon, said strip lying between lines which are concentric with and distant 30 feet and 50 feet southwesterly, measured radially, from the relocated center line of Southern Pacific Company's main track as described above in Parcel 1, and extending northwesterly from a line drawn southwesterly and radially from said relocated center line at (RR2) Engineer Station 930+50 to a line drawn southwesterly andradially from said relocated center line at (RR2) Engineer Station 932+35.

Said 20 foot wide strip of land contains an area of 0.08 of an acre, more or less.

TO HAVE AND TO HOLD the said premises, with their appurtenances, unto the said Grantee, its successors and assigns forever.

IN WITNESS WHEREOF, the State of Oregon, by and through its State Highway Commission, has caused the seal of said Commission to be affixed hereunto and these presents to be executed on this the ____________ day of __________________________, 1962.

ATTEST:

STATE OF OREGON, by and through its
STATE HIGHWAY COMMISSION

____
Secretary

By ______________________________
As Chairman

APPROVED:

____
Assistant State Highway Engineer

By ______________________________
As Commissioner

By ______________________________
As Commissioner

APPROVED AS TO FORM:

____
Chief Counsel

____
Staff Attorney

From File No. 31204 L-3368
To File No. 31205

STATE OF OREGON)
) ss
County of ________)

On this ________ day of ______________________, 1962, before me appeared ________________, ________________ and ________ ________________, to me personally known, who, each being duly sworn, did say that he, the said ________________, is Chairman of the State Highway Commission of the State of Oregon, and that he, the said ________________ and he, the said ________________ is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and that the said Chairman and the said Commissioners acknowledged said instrument to be the free act and deed of said State, by said State Highway Commission.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

____
Notary Public for Oregon
My commission expires: __________

rw/mr

cwm
11/6/62

DESCRIPTION OF AREA TO BE GRANTED TO STATE OF OREGON

Mistletoe

Those portions of the land, now of the Southern Pacific Company, described in deed dated July 12, 1887, recorded July 21, 1887 in Book 13 of Deeds, at page 735, and in deed dated August 11, 1887, recorded December 20, 1887 in Book 14 of Deeds, at page 570, Records of Jackson County, in the northeast quarter of Section 25, and in Government Lot 4 of Section 24, Township 39 South, Range 1 East, Willamette Meridian, [redacted] County of Jackson, State of Oregon, described as follows:

All that portion of the 100 foot wide strip of land described in said deed dated July 12, 1887 and of the strip of land, 50 feet wide, described second in said deed recorded December 20, 1887, lying southwesterly of the following described line:

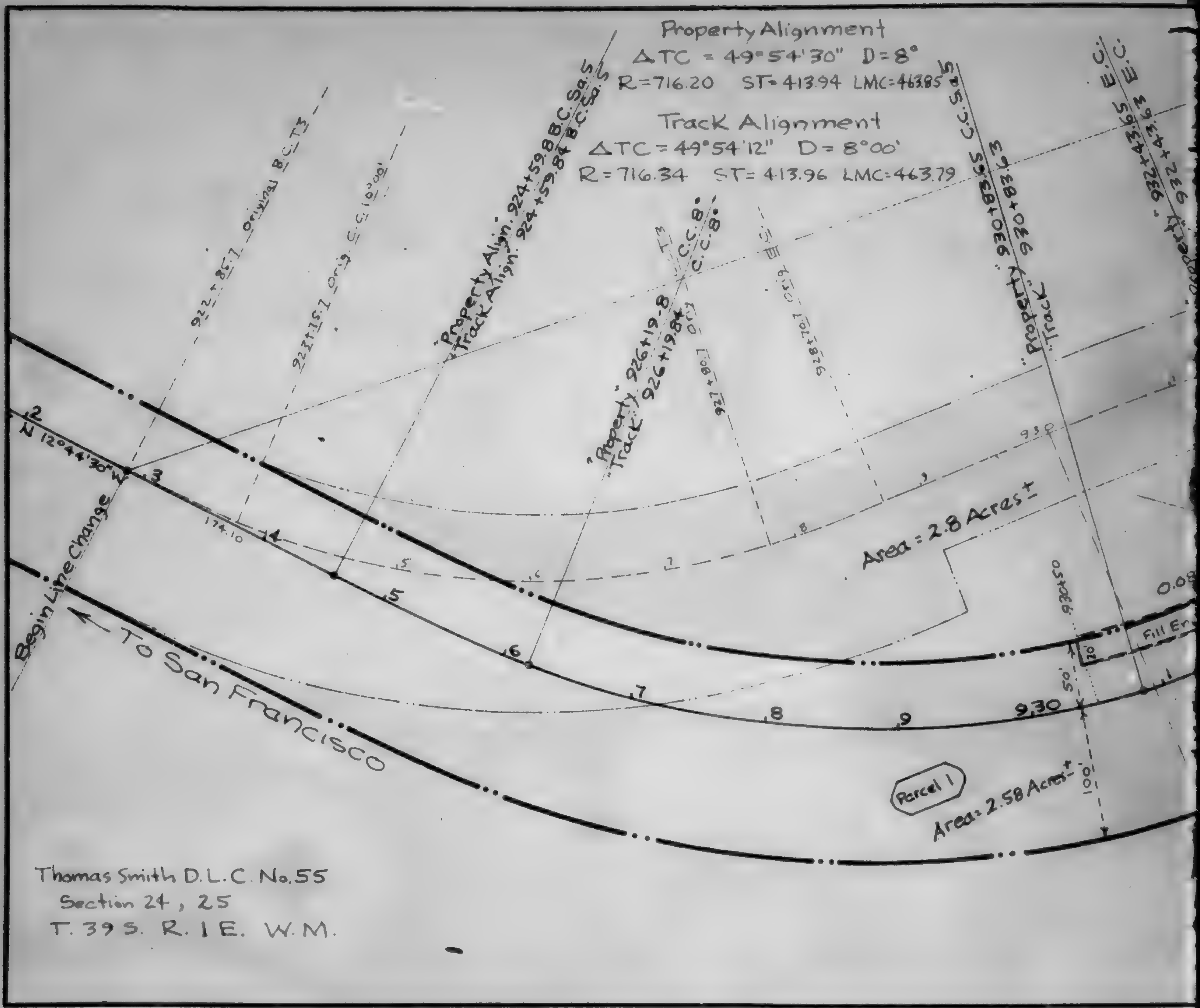
Beginning at a point in the westerly line of said land, 100 feet wide, distant 50.00 feet westerly, at right angles, from the original located center line of main track, now of the Southern Pacific Company, at or near Engineer Station 922+85.7, being also in the easterly line of the land described in deed dated April 5, 1957 for 9.958 acres to the State of Oregon, acting by and through its State Highway Commission, and also distant South 58°30'37" East, 2148.61 feet from the most southerly southwest corner of the Thomas Smith D.L.C. No. 55 in the southwest quarter of Section 24, Township 39 South, Range 1 East, Willamette Base and Meridian; thence North 12°44'30" West, leaving said westerly line along a line parallel with and distant 50.0 feet westerly, measured at right angles, from the relocated center line of Southern Pacific Company's main track as said railroad ~~center~~ line is described in ~~deeds dated~~ that certain Final Judgment dated July 11, 1962, and filed in the Circuit Court of the State of Oregon for the County of Jackson, wherein the State of Oregon by and through its State Highway Commission was the Plaintiff and J. P. Clark et al were the defendants, and bearing case No. 61-97-L of Jackson County Deed Records, a distance of 174.10 feet to a point; thence North 14°50'10" West, 154.22

feet to a point; thence Northwesterly along a line which is concentric with and distant 50.0 feet southwesterly, measured radially, from said relocated center line of main track as described in said decree, on a curve to the left of a radius of 666.20 feet (tangent to said curve at last mentioned point bears North 19°08'30" West) an arc distance of 215.54 feet to a point in the northeasterly line of said land, 50 feet wide, described in said deed dated August 11, 1887; thence Northwesterly, along the northeasterly line of said land described in last said deed, 106.16 feet to the most northerly corner thereof; thence Southwesterly along the northwesterly line of said 50 foot wide strip, at right angles to said original located center line of main track, a distance of 50.00 feet; thence Northwesterly, along the northeasterly line of said land, 100 feet wide, described in said deed dated July 12, 1887, parallel and concentric with and 50.00 feet northeasterly, measured at right angles and radially, from the original located center line of main track of said Company, a distance of 637.3 feet to a point in a line parallel with and distant 50 feet southwesterly, measured at right angles, from said relocated center line of said Company's main track as said railroad center line as described in said decree; thence North 62°39'00" West along last said parallel line 83.8 feet to a point distant South 27°21'00" West 50.0 feet from the northwesterly terminus of that certain course of said relocated center line described in said decree as "North 62°39' West, 450.27 feet"; thence North 61°48'29" West 102.16 feet to a point; thence Northwesterly along a line which is concentric with and 50.0 feet southwesterly, measured radially, from said relocated center line of main track as described in said decree, on a curve to the right of a radius of 1195.92 feet (tangent to said curve at last mentioned point bears North 60°09'00" West) an arc distance of 128.69 ~~[illegible]~~ feet to a point in the southwesterly line of said land, 100 feet wide, described in said deed dated

July 12, 1887.

The above-described portion of said Company's land contains an area of 2.8 acres, more or less.

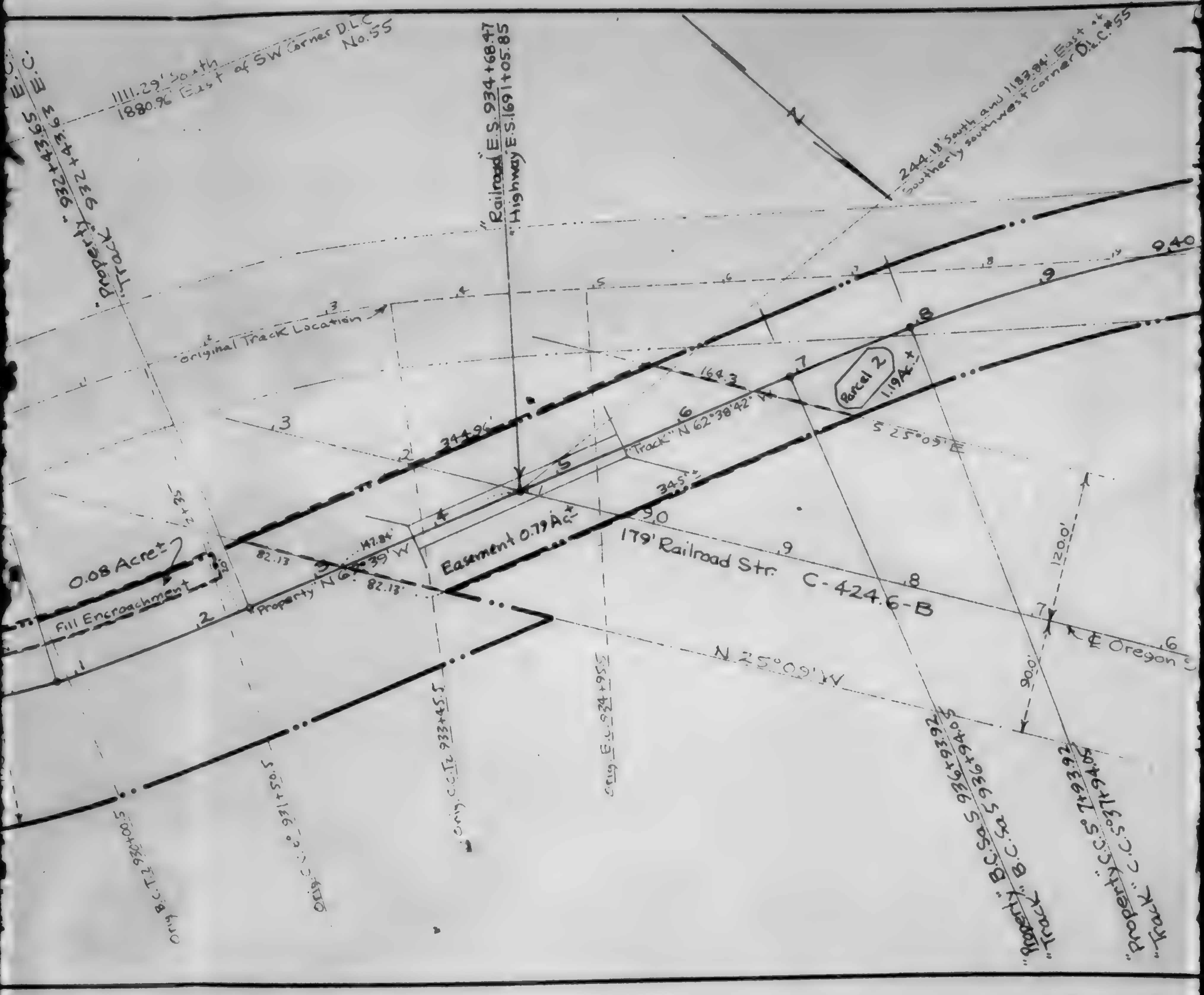
(Bearings used herein are based upon Oregon Coordinate System, South Zone.)

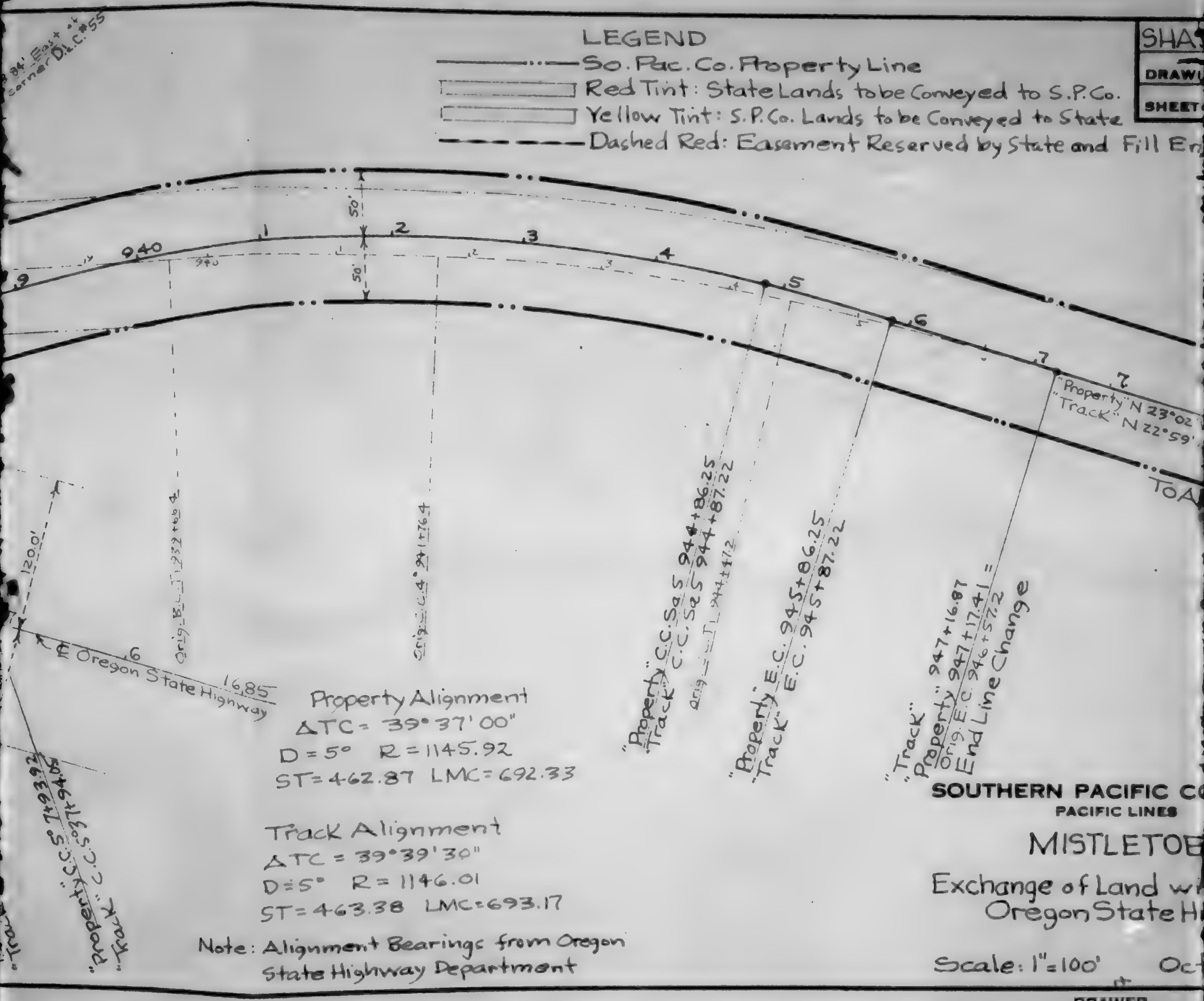

"Property Align." 924+59.8 B.C. Sa.S
"Track Align." 924+59.84 B.C. Sa.S
922+85.1 Original B.C. T3
923+15.1 Orig. C.C. 10°00'
"Property" 926+19.8 C.C. 8°
"Track" 926+19.84 C.C. 8°
T3
927+80.1 Orig
928+70.1 Orig. E.C.
"Property" 930+83.65 C.C. S.a.S
"Track" 930+83.63
"Property" 932+43.65 E.C.
932+43.63 E.C.
2
N 12°44'30"W
3
174.10
4
5
6
7
8
9
9,30
930
930+50
Begin Line Change
To San Francisco
Area = 2.8 Acres ±
Parcel 1
Area = 2.58 Acres ±
50'
100'
20'
0.08
Fill En

Property Alignment
ΔTC = 49°54'30" D = 8°
R = 716.20 ST = 413.94 LMC = 463.85

Track Alignment
ΔTC = 49°54'12" D = 8°00'
R = 716.34 ST = 413.96 LMC = 463.79

Thomas Smith D.L.C. No. 55
Section 24, 25
T. 39 S. R. 1 E. W.M.


E.C.
"Property" 932+43.65 E.C.
"Track" 932+43.63
1111.29' South
1880.96 East of SW Corner D.L.C No. 55
"Railroad" E.S. 934+68.47
"Highway" E.S. 1691+05.85
244.18' South and 1183.84' East of southerly southwest corner D.L.C. #55
original Track Location
9,40
Parcel 2
1.19 Ac.±
164.3
"Track" N 62°38'42" W
S 25°09' E
344.96'
345'
0.08 Acre±
Fill Encroachment
2+35
20'
82.13
147.84'
Property N 62°39' W
82.13'
Easement 0.79 Ac±
9.0
179' Railroad Str. C-424.6-B
120.0'
90.0'
℄ Oregon
N 25°09' W
Orig. B.C. T.℄ 930+00.5
Orig. C.C. ℄ 931+50.5
Orig. C.C. T.℄ 933+45.5
Orig. E.℄ 934+95.5
"Property" B.C.Sa S 936+93.92
"Track" B.C.Sa S 936+94.05
"Property" C.C.S° 7+93.92
"Track" C.C.S° 37+94.05
1
2
3
4
5
6
7
8
9



LEGEND

So. Pac. Co. Property Line
Red Tint: State Lands to be Conveyed to S.P.Co.
Yellow Tint: S.P.Co. Lands to be Conveyed to State
Dashed Red: Easement Reserved by State and Fill En

Property Alignment
ΔTC = 39°37'00"
D = 5° R = 1145.92
ST = 462.87 LMC = 692.33

Track Alignment
ΔTC = 39°39'30"
D = 5° R = 1146.01
ST = 463.38 LMC = 693.17

Note: Alignment Bearings from Oregon State Highway Department

SOUTHERN PACIFIC C
PACIFIC LINES

MISTLETOE

Exchange of Land w
Oregon State H

Scale: 1" = 100' Oc

SHASTA DIV'N.

DRAWING 802-C

SHEET NO. 1

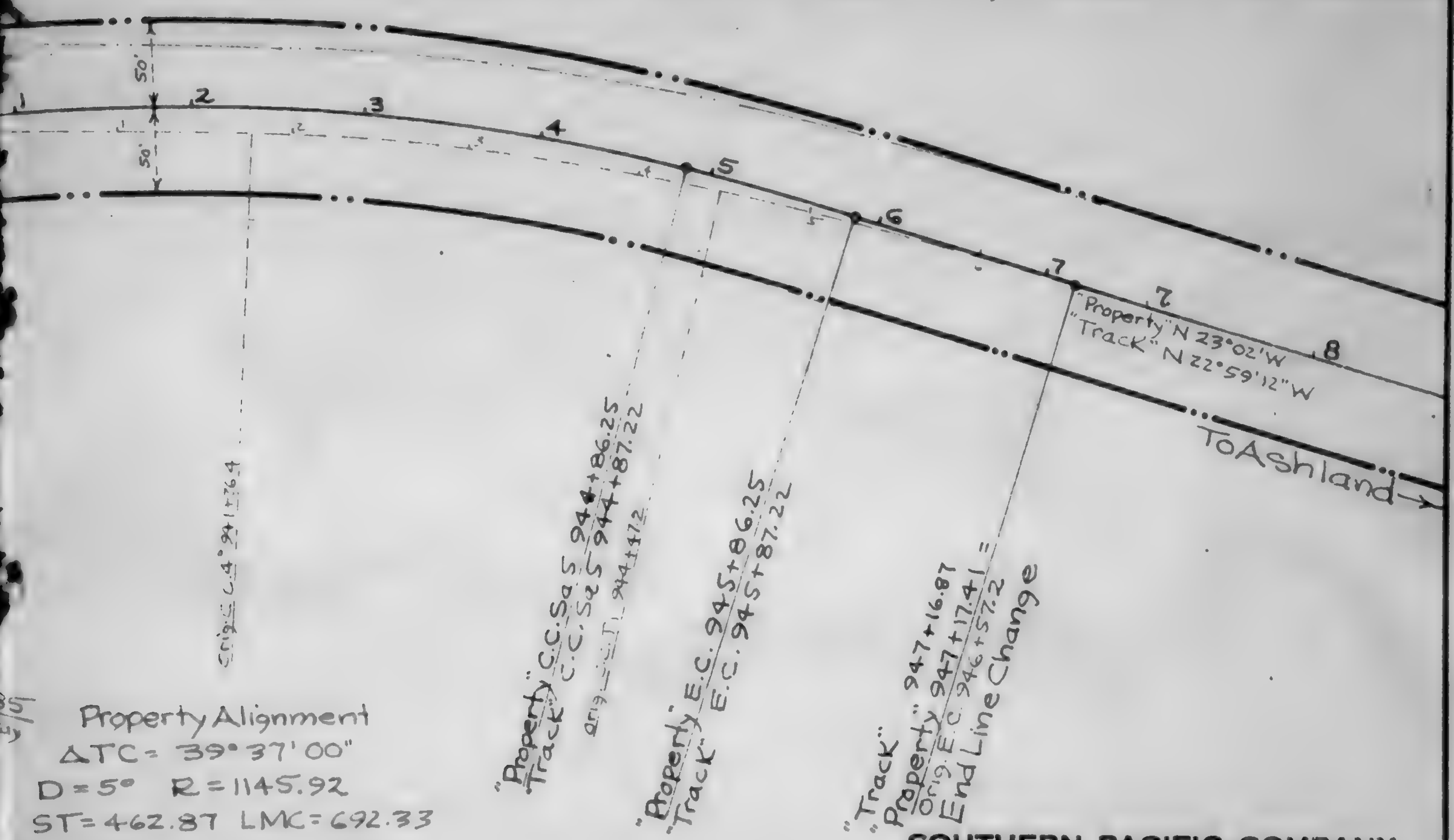
LEGEND

—— · · —— So. Pac. Co. Property Line

▭ Red Tint: State Lands to be Conveyed to S.P.Co.

▭ Yellow Tint: S.P.Co. Lands to be Conveyed to State

— — — — Dashed Red: Easement Reserved by State and Fill Encroachment



Property Alignment
ΔTC = 39°37'00"
D = 5° R = 1145.92
ST = 462.87 LMC = 692.33

Track Alignment
ΔTC = 39°39'30"
D = 5° R = 1146.01
ST = 463.38 LMC = 693.17

Alignment Bearings from Oregon
State Highway Department

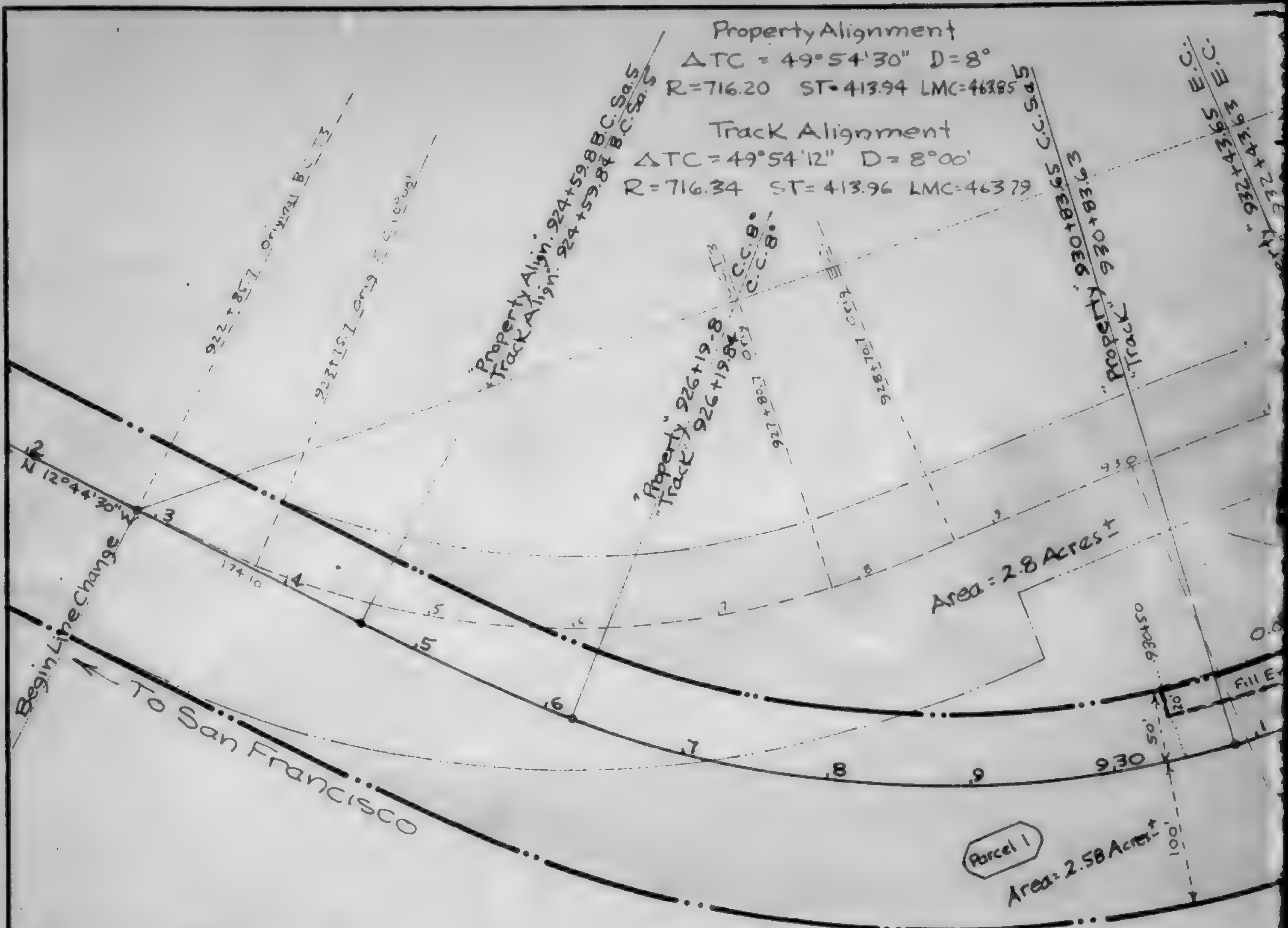
SOUTHERN PACIFIC COMPANY
PACIFIC LINES

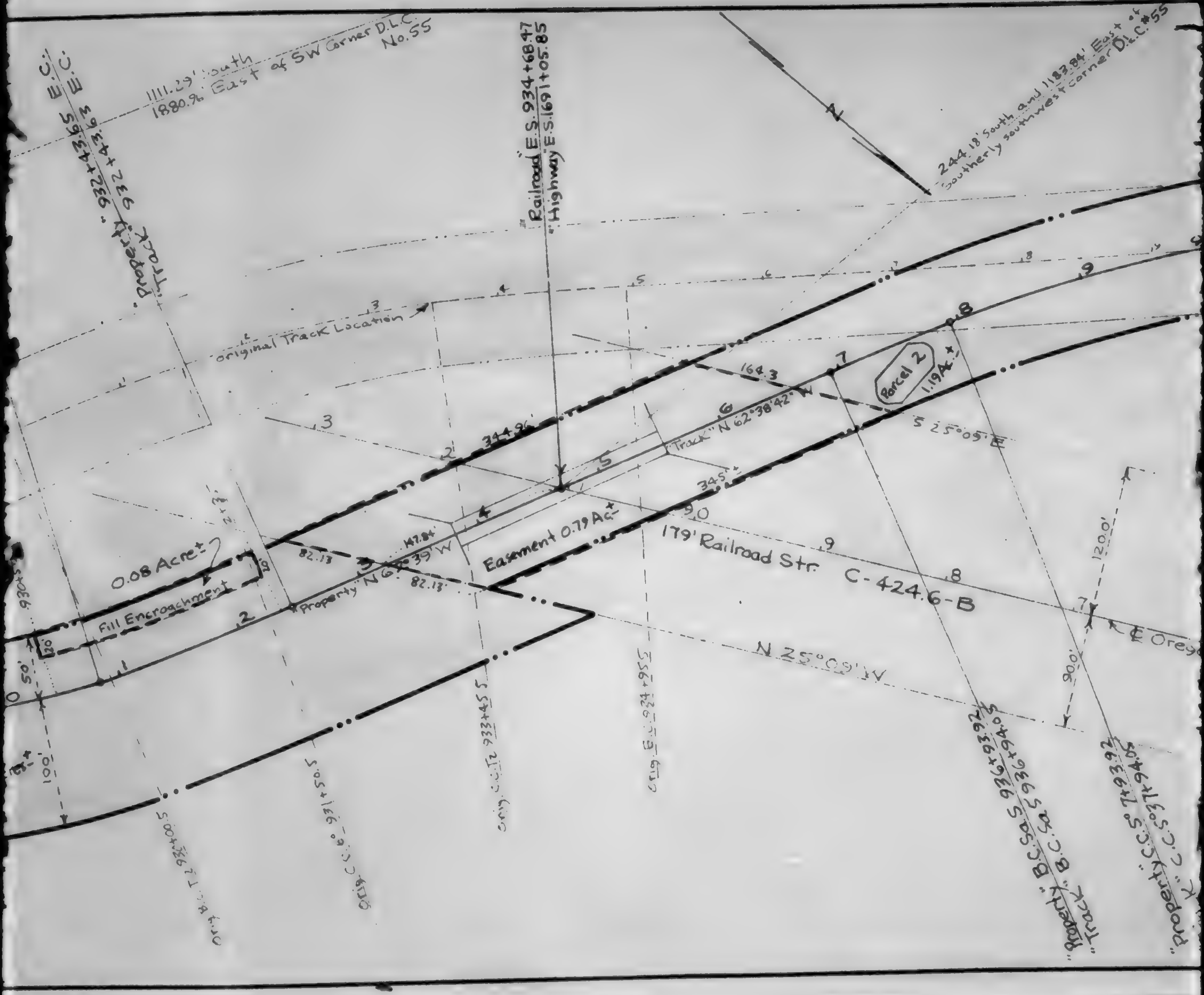
MISTLETOE

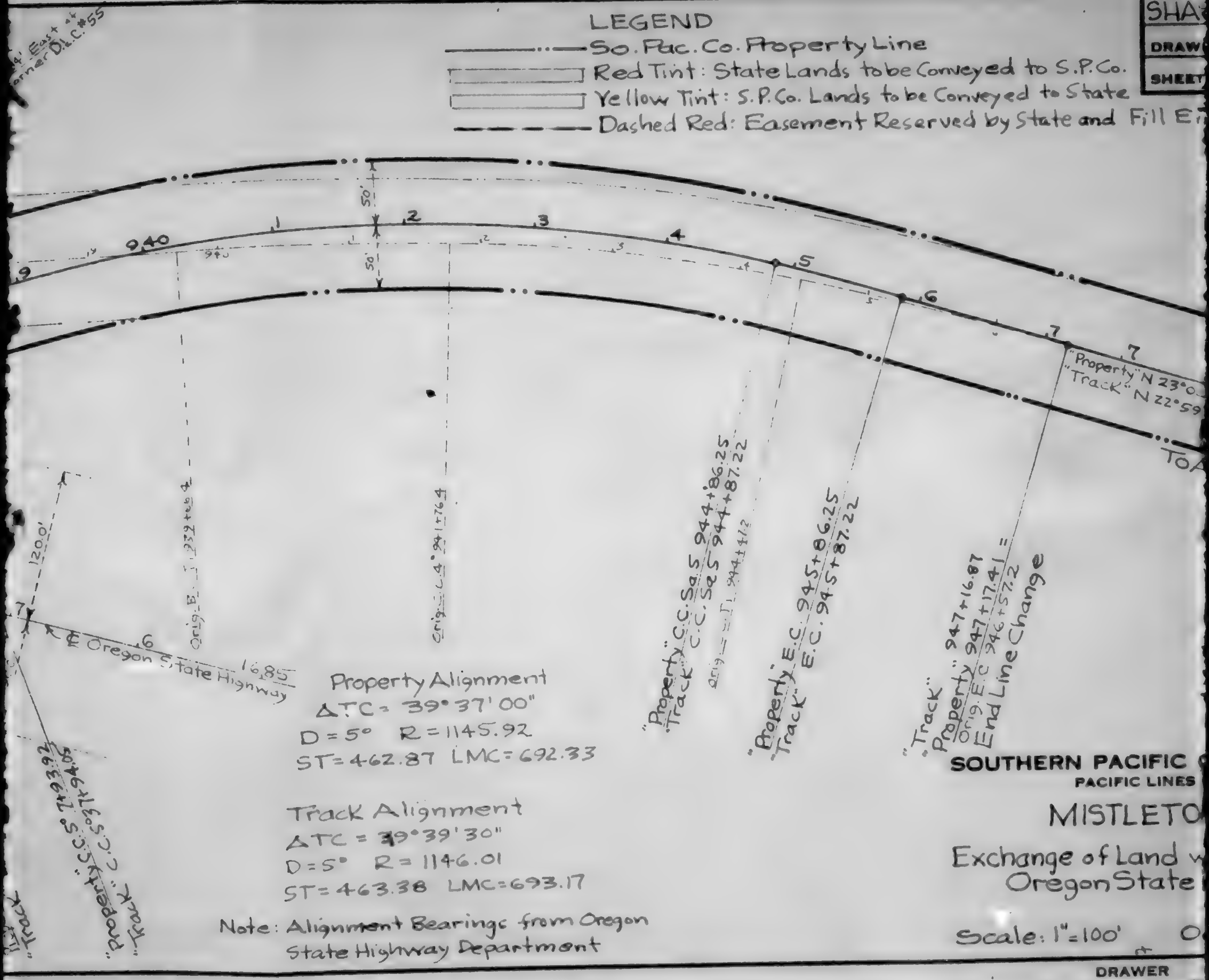
Exchange of Land with the
Oregon State Highway

Scale: 1" = 100'   Oct. 25, 1962

DRAWER


Property Alignment
ΔTC = 49°54'30" D=8°
R=716.20 ST=413.94 LMC=463.85
Track Alignment
ΔTC=49°54'12" D=8°00'
R=716.34 ST=413.96 LMC=463.79
"Property Align." 924+59.8 B.C.Sa.S
"Track Align." 924+59.84 B.C.Sa.S
922+85.1 Original B.C.T.3
923+15.1 Orig
"Property" 926+19.8
"Track" 926+19.84
C.C.8°
C.C.8°
T.3
927+80.1
928+70.1 Orig
"Property" 930+83.65 C.C.Sa.S
"Track" 930+83.63
932+43.65 E.C.
932+43.63 E.C.
2
N 12°44'30" W
3
4
5
6
7
8
9
930
174.10
Begin Line Change
To San Francisco
Area = 2.8 Acres±
930+50
50'
20
Fill E
100'
Parcel 1
Area = 2.58 Acres±
Thomas Smith D.L.C. No.55
Section 24, 25
T. 39 S. R. 1 E. W.M.


1111.29' South
1880.96' East of SW Corner D.L.C. No.55
"Property" 932+43.65 E.C.
"Track" 932+43.63 E.C.
"Railroad" E.S. 934+68.97
"Highway" E.S. 1691+05.85
N
244.18' South and 1183.84' East of Southerly southwest corner D.L.C. #55
original Track Location
1
2
3
4
5
6
7
8
9
3
2
344.96'
164.3
7
8
9
Parcel 2
1.19 Ac.±
6
"Track" N 62°38'42" W
S 25°09' E
5
345'±
4
Easement 0.79 Ac.±
147.84'
82.13
82.13'
3
"Property" N 62°39' W
0.08 Acre±
Fill Encroachment
20'
20
2
1
0
50'
100'
930+5
9.0
179' Railroad Str.
9
8
7
C-424.6-B
E Oreg
N 25°09' W
120.0'
90.0'
Orig. B.C.T. 930+00.5
Orig. C.C. 6° 931+50.5
Orig. C.C.T. 933+45.5
Orig. E.C. 934+95.5
"Property" B.C.S.S. 936+93.92
"Track" B.C.S.S. 936+94.05
"Property" C.C.S. 7+93.92
"Track" C.C.S. 37+94.05



LEGEND

—·—·— So. Pac. Co. Property Line

▭ Red Tint: State Lands to be Conveyed to S.P.Co.

▭ Yellow Tint: S.P.Co. Lands to be Conveyed to State

— — — Dashed Red: Easement Reserved by State and Fill E

Property Alignment
ΔTC = 39°37'00"
D = 5° R = 1145.92
ST = 462.87 LMC = 692.33

Track Alignment
ΔTC = 39°39'30"
D = 5° R = 1146.01
ST = 463.38 LMC = 693.17

Note: Alignment Bearings from Oregon State Highway Department

SOUTHERN PACIFIC C
PACIFIC LINES

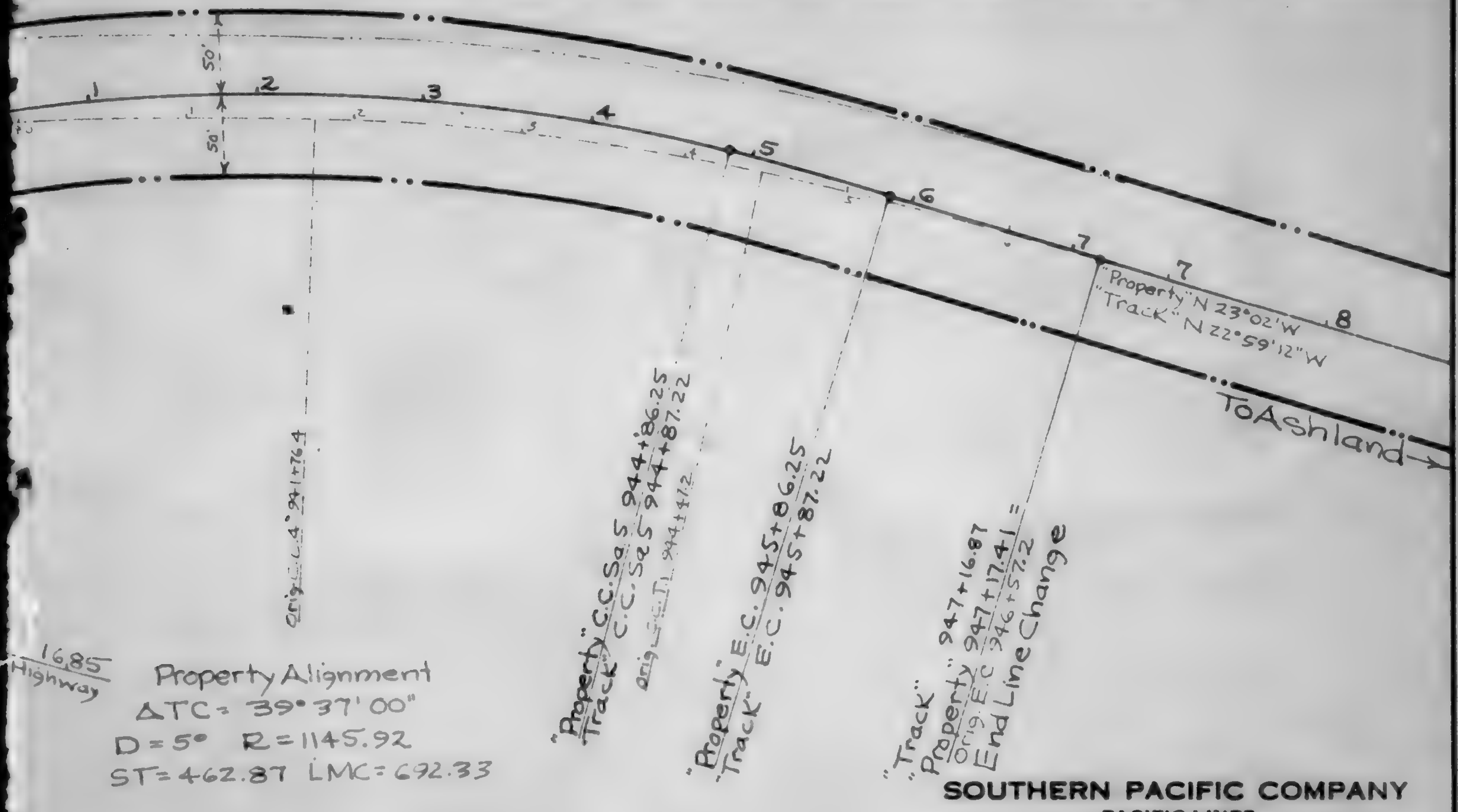
MISTLETO

Exchange of Land w
Oregon State

Scale: 1" = 100'

SHASTA DIV'N.
DRAWING 802-C
SHEET NO. 1

LEGEND
———·· So. Pac. Co. Property Line
▭ Red Tint: State Lands to be Conveyed to S.P.Co.
▭ Yellow Tint: S.P.Co. Lands to be Conveyed to State
– – – – Dashed Red: Easement Reserved by State and Fill Encroachment



Property Alignment
ΔTC = 39°37'00"
D = 5° R = 1145.92
ST = 462.87 LMC = 692.33

Track Alignment
ΔTC = 39°39'30"
D = 5° R = 1146.01
ST = 463.38 LMC = 693.17

Note: Alignment Bearings from Oregon State Highway Department

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

MISTLETOE

Exchange of Land with the Oregon State Highway

Scale: 1" = 100'   Oct. 25, 1962

DRAWER

RECEIVED
SEP 24 1962
FOR FILING

T-2-11

5929

September 19, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
306 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #5929 awarded to R & M Const. Co., for structure-grading the Mistletoe SPRR Undercrossing Section of Pacific Highway in Jackson County was completed May 21, 1962, and accepted by the Highway Commission on June 29, 1962.

Final payment, in the amount of $9,023.82 will be released to the contractor on or after September 26, 1962. The total contract amount is $154,970.52 including $987.69 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: The Aetna Casualty & Surety Co.,
Victor S. Risley Co.,
223 Board of Trade Bldg.,
Portland 4, Oregon

cc: R & M Const. Co.,
136 Main
Central Point
Oregon

3-62

RECEIVED
[illegible]P 17 1962
FOR FILING

S-2705

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

[illegible]

5929

September 14, 1962

IN REPLY PLEASE REFER TO
912512/323
0-SH-59-25

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Thank you for your letter of September 10, in connection with the Mistletoe Undercrossing in Jackson County.

When the inspection is made on or about May 15, 1963, we would appreciate your arranging for the attendance of a representative from Mr. Burton's office.

Yours very truly,

H. M. Williamson

Copy to Edwards
Marchant
[illegible]
Chandler

NOTED
G. S. PAXSON

RECEIVED
SEP 17 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 10 1962
FOR FILING

I-5-1(30)
4939

September 10, 1962

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Reference is made to the Oregon Public Utility Commissioner's Order 37661, dated April 28, 1961, and relating to the Mistletoe Undercrossing in Jackson County.

The final sentence on Page 4 under subheading "A" states in part "... and the restoration of the new railroad embankment to normal profile grade after a settlement period of approximately one year".

Please be advised that the new embankment was completed May 15, 1962 and that on or about May 15, 1963 an inspection will be made to determine if settlements have occurred; if so, the State will, at that time, undertake the necessary steps to correct the same.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

cc Mr. Samuel Burton
Southern Pacific Company
Dunsmuir, California

bc Mr. Forrest Cooper
Mr. Ivan Merchant
Mr. F. D. Morgan
Mr. L. R. Chandler

EAP:db ms

RECEIVED
AUG 1 1962
FOR FILING

I-5-1 (31) 12

5929

3f
6-29-62

June 29, 1962

R & M Construction Co.,
136 Main
Central Point
Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 29, 1962, discussed with the Engineer your request for an extension of time on contract #5929. You requested 20 additional workdays within which to complete the structure-grading of the Mistletoe SPRR Undercrossing on Pacific Highway in Jackson County, without assessment of liquidated damages

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 7 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. R. Chandler
Roy Horton
Ivan D. Merchant
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
JUN 28 1962

FOR FILING

[illegible]
5929

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1962

SUBJECT: Mistletoe SPRR O'Xing
Contract No. 5929
FAP No. I-5-1(31)12

To: Mr. D. B. Parkes
Contract Payments

OFFICE

R & M Construction Company completed work on the Mistletoe SPRR Overcrossing project on the Pacific Highway in Jackson County, Contract No. 5929, on May 21, 1962.

Will you please secure authority from the Commission to pay the final estimate on this job? Final inspection and acceptance of the project has been made by the Bureau of Public Roads.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

CAG:dl

CC: Floyd Query ✓

NOTED ON CARD
LC

RECEIVED
JUN 25 1962
FOR FILING

[illegible]

5729

June 21, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 3
June 29 Meeting

The R. & H. Construction Company, contractor on the Mistletoe Undercrossing project on Interstate 5 southerly of Ashland, Contract No. 3923, has requested a 23-day extension of time without assessment of liquidated damages in which to complete work on this project. Copies of the contractor's request, Form E-320, are attached.

The contractor requested additional time for the following items.

1. Install fencing which had not been included in the contract.

2. Change schedule of work. Perform grading before construction of structure, which was the reverse of what he had planned.

3. Two-month strike.

4. Perform irrigation work not contemplated in contract.

Investigation discloses that the contractor is entitled to two extra days for Item No. 1, installation of fencing, and five extra days for Item No. 4, performance of the irrigation work. He is not entitled to extra days for the change in schedule of work, or for the delay on account of the strike. No work days were charged to him during the strike period.

It is recommended that the contractor be granted seven extra work days.

This is a federal-aid project. We have received concurrence of the Bureau of Public Roads to the seven-day extension, without assessment of liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc Floyd Query
G. S. Paxson
P. M. Stephenson
Victor D. Wolfe
I. D. Merchant

PMS:er[illegible]chlb

RECEIVED
AUG 1 1962
FOR FILING

BRIDGE DIVISION
7,8,9,10,11,12,1,2,3,4,5,6 PM

5929

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#3

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5929 Contractor R & M Construction Co.

Highway Pacific

Section Mistletoe SPRR Undercrossing

Kind of Work Structure & Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. [redacted] in the amount of 7 days only:

2 days for construction of right of way fence;

5 days for extra work on irrigation system.

June 29, 1962 for 7 days
Floyd Query

Recommended for Approval:

L R Chandler
Division Engineer

Ivan V Merchant
~~Construction Engineer~~ or Bridge Engineer

P. M. Stephenson
~~Assistant~~ State Highway Engineer

Contract No. 5929
Project designation FAP No. I-5-1(31)12 State-Federal
Date awarded May 26, 1961
Work started June 2, 1961
Per cent completed 98.8% April 6, 1962 Date
No. of Workdays Allowed
No. of Workdays Used 128
No. of Added Workdays Requested 20

State Printing 27929

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 26, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 140 days, within which to complete our Contract No. 5929, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached

Respectfully submitted,

R & M CONSTRUCTION COMPAny
Contractor

By John B. Robison, Partner

CONSENT OF SURETY

Date March 30, 1962

We, ~~THE~~ AETNA CASUALTY AND SURETY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

BY: Philip R. Meaney
Attorney-in-fact Philip R. Meaney
Countersigned: VICTOR S. RISLEY CO.
BY: Philip R. Meaney
Resident Agent

(SEAL)

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 7, 1962

Attention: I. D. Merchant, Bridge Engineer

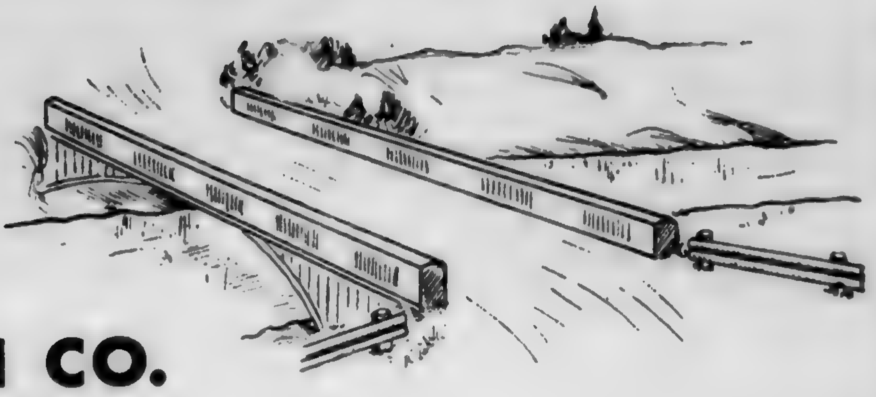
08-35.6
C. G. Polk, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

Oregon Project I-5-1(31)12, Mistletoe Undercrossing,
Proposed time extension.

Please refer to Mr. Merchant's letters of May 1 and 8, and June 6, 1962; also my previous letters of May 4 and 14, on the above subject.

For the reasons contained in Mr. Merchant's letters, we will approve his more recent proposal to grant the contractor an extension of time of seven days.



R & M CONSTRUCTION CO.
General Contractors

Phone NOrmandy 4-2543
P. O. BOX 848 CENTRAL POINT, OREGON

March 27, 1962

We request 20 days extension time on Contract No. 5929 for the following reasons:

1.- When the contract was awarded their had been no provisions for fencing on this job. Due to this fact we had cattle running into the job. The price agreement had to be written on the fencing before we could go ahead and install same.

2.- The original schedule was to put the piers in, then build the bridge. Then the grading would be done beneith the bridge. After we started with this schedule we exposed rock. The Southern Pacific Engineer said we could not pour footings until all of the rock and grading was done beneith and adfacent to the structure. Therefore we had to change our schedule and do our grading first, this causing us a time loss as we had to move in equipment sooner than we had scheduled.!

3.- Strike- The 701 was on strike and we were unable to work during July and August. Altho we were not charged work days during this time it still caused a loss of time as the project was then thrown into the winter weather instead of summer and we only received 75% to 80 % efficency from our crew. This was not enough percentrage loss here to file a protest against days charged off it did take longer to do the project then if we would have been able to do the work in the summer months.

4.- The Irragation work that was done was not on the Original Contract.

RECEIVED
JUN 5 1962

FOR FILING

I-5-1(31)12

$ 929

June 5, 1962

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Re: Mistletoe Undercrossing

Under date of April 24, you wrote objecting to the use of spiral curves in the deed descriptions of the property to be transferred by the State to the Southern Pacific Company.

A portion of this property is outside the limits of our ordinary highway right of way. It has been necessary to file condemnation to obtain the property which we are transferring to you and the descriptions used in the filing of the condemnation suit were identical with the spiral curve descriptions which we sent you under date of April 5. It would be very difficult to amend these descriptions to correspond with the ones which you attached to your letter of April 24 insofar as this condemnation proceeding is concerned. In your descriptions using chords, a small portion of land outside of that on which we have filed condemnation would be included and, likewise, a small portion on which we have filed condemnation would not be included. In view of this, we would earnestly request that you accept the descriptions as we prepared them.

I attach a copy of a report from our Construction Division calling attention to discrepancies both in courses and distances between the proposed descriptions and the actual construction work. Our field forces have checked the construction line and it does conform essentially to the line upon which our descriptions were based.

With reference to the quitclaim deed previously discussed, it appears that we would not need this deed if we used the wording in the title to the description of the area to be granted to the State by the railroad Company. In the second paragraph of this description occurs this sentence, "Being all that land lying within the 100 foot wide strip of land described in said deed dated July 12, 1887 and in said strip of land, 50 feet wide, described in said deed recorded December 20, 1887, lying southwesterly of the following described line:". This reference to all land lying southwesterly would seem to resolve any question as to the title which we had previously proposed to clear up under the quitclaim deed.

It would be appreciated if you would re-examine this matter and advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

C. S. Paxson
Deputy State Highway Engineer

CSP:mm
attach.

cc Mr. Samuel Barton
bc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. W. T. Wright
Mr. Earl Soling

FORM E 30 50M 8-61 26681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1962

SUBJECT: File No. 31205 - Southern Pacific Company
Valley View Road - South Ashland Unit
Seven Oaks - Ashland Section
Pacific Highway
Jackson County

To: Mr. G. S. Paxson
Deputy State Highway Engineer

Office

Attached is a copy of a letter written by Mr. Barbee concerning the railroad description which you forwarded to this office on April 26, 1962.

The description furnished by the Southern Pacific Company is apparently in error and should be returned with a note as to the discrepancies. The actual difference between the area which we have described, and which the railroad has attempted to describe, is the small area lying between the arc of a spiral and the cord of a spiral.

The condemnation case covering the areas which will eventually be conveyed to the railroad is set for trial this week. The railroad company is requesting that we convey more area to them than we will be acquiring in our condemnation case.

I would suggest that the railroad be requested to accept the description as we have proposed, rather than change it as they have asked.

L. I. LINDAS
Chief Counsel

By D H Moehring
D. H. Moehring
Assistant Right of Way Engineer

RECEIVED
MAY 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

DHM:jjm
Attachment
cc Mr. L. I. Lindas

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1962

SUBJECT: File 31205 - Southern Pacific Co.
Valley View Rd. - So. Ashland Sect.
Pacific Highway
Jackson County

To: Mr. W. T. Wright
Right of Way Engineer
Office

Attention: Mr. Moehring

The descriptions prepared by the Southern Pacific Company, concerning the transfer of property involved in the relocation of the Mistletoe crossing, are attached, together with the correspondence sent you by Mr. Paxson.

The railroad company did not submit a map with their proposed descriptions however we found a drawing in the R/W file (Drawing 802 H rev. 11-3-61) which covers the area. Upon comparing the descriptions with their map we find many discrepancies in both courses and distances that cannot be reconciled. Also the railroad company's map shows a delta angle for the Northerly curve of 40° 20' 30" versus our delta of 39° 37' 00". This difference of 0° 43' 30", plus their moving of the P. I., creates an offset distance at the end of the curve of approximately 26 feet. Our field crew has verified that the line "as-constructed" conforms to our plans except for a 2½ minute angular error in the curve delta mentioned above. This slight angular difference only creates a 0.3 foot discrepancy so our field crew made it fit. Consequently it appears that the data submitted by the railroad company is in error.

As you know the acquisition from Van Vleet is involved and the transfer of this property should be made on the basis of the acquisition description. You are familiar with the problems involved so they will not be discussed here.

If the railroad company does not wish to use our descriptions for this transfer, they should re-submit descriptions and a map that correctly describe the alignment as constructed.

Please note that Jim Kuhn does not now require a quitclaim deed from the railroad on property acquired Southerly of this area. His note is on the letter from Williamson to Cooper dated April 24, 1962.

Frank D. Morgan
Construction Engineer

By

D. J. Barbee
Assistant Const. Engineer

Attach.

FOB:lw

4-[illegible]

8-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
912512/323
0-SH-59-25

April 24
1 9 6 2

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem 10, Oregon

ATTENTION: Mr. G. S. Paxson, Deputy State Hwy. Engr.

Dear Sir:

This refers to your letter of April 5, in connection with the Mistletoe Undercrossing Project in Jackson County.

The drafts of the two Bargain and Sale deeds include descriptions based on spiral curves. Due to the difficulty of computing the areas enclosed within descriptions of this type and also due to the difficulty of laying out such lines in the field, we very much dislike to approve descriptions based on such spiral curves. We are attaching herewith copies of alternate descriptions as prepared in this office and based on simple curves. We would very much prefer using the attached descriptions and request your approval to do so.

With respect to the Quitclaim deed which you have requested, will you please furnish us with an appropriate map showing the property described in the deed, and if it is readily available, the relationship between that property and the new railroad right of way to be conveyed to Southern Pacific by the State.

Very truly yours,

HM Williamson

Encl.

[illegible]

RECEIVED
APR 26 1962
OREGON
STATE HIGHWAY COMMISSION

DESCRIPTION OF AREA TO BE GRANTED TO STATE OF OREGON
MISTLETOE

Those portions of the land, now of the Southern Pacific Company, described in deed dated July 12, 1887, recorded July 21, 1887 in Book 13 of Deeds, at page 735, and in deed dated August 11, 1887, recorded December 20, 1887 in Book 14 of Deeds, at page 570, Records of Jackson County, in the northeast quarter of Section 25, and in Government Lot 4 of Section 24, Township 39 South, Range 1 East, Willamette Meridian, in the County of Jackson, State of Oregon, described as follows:

Being all that land lying within the 100 foot wide strip of land described in said deed dated July ~~21~~ 12, 1887 and in said strip of land, 50 feet wide, described in said deed ~~dated~~ recorded December 20, 1887, lying southwesterly of the following described line:

Beginning at a point in the westerly line of said land, 100 feet wide, distant 50.00 feet southwesterly, at right angles, from the original located center line of main track, now of the Southern Pacific Company, at or near Engineer Station 922+85.7, being also in the easterly line of the land described in deed dated April 5, 1957 for 9.958 acres to the State of Oregon, acting by and through its State Highway Commission and also distant South 58°30'37" East, 2148.61 feet from the southwest corner of the Thomas Smith D.L.C. No. 55 in the southwest quarter of Section 24, Township 39 South, Range 2 East, Willamette Base and Meridian; thence North 12°44'30" West, leaving said westerly line, 174.15 feet to a point; thence North 14°50'10" West, 154.22 feet; thence Northwesterly, along a curve to the left of a radius of 666.34 feet through an angle of 18°32'00" from a tangent that bears North 19°08'30" West, at last mentioned point, an arc length of 215.54 feet to a point in the northeasterly line of said land, 50 feet wide, described in said deed dated August 11, 1887; thence Northwesterly, along the northeasterly line of said land described in last said deed, 106.16 feet to the most northerly corner thereof; thence Southwesterly along the northwesterly line of said 50 foot wide strip, at right angles to said original located center line of main track, a distance of 50.00 feet; thence Northwesterly, along the northeasterly line of said land, 100 feet wide, described in said deed dated July 12, 1887, parallel and concentric with and 50.00 feet northeasterly, measured at right angles and radially from the original located center line of main track of said Company, a distance of 605.41 feet to a point in said northeasterly line that is 50.00 feet northeasterly, measured at right angles, from Engineer Station 935+55.41; thence Northwesterly, leaving said northeasterly line of said land, 100 feet wide as follows: North 62°39'00" West 46.90 feet to a point; North 61°48'29" West 102.16 feet to a point; along a curve to the right of a radius of 1196.10 feet, through an angle of 9°34'30" from a tangent that bears North 60°09'00" West at last mentioned point, an arc distance of 199.87 feet to a point in the southwesterly line of said land, 100 feet wide, containing an area of 2.8 acres, more or less.

Bearings used herein are based upon Oregon Coordinate System, South Zone.

* * *

LAND T[illegible] BE ACQUIRED BY SOUTHERN P[illegible]FIC CO.
MISTLETOE, OREGON

All that land lying in and being a portion of the North half of the Northeast quarter of Section 25, Government Lot 4 of Section 24, and in the Thomas Smith Donation Land Claim No. 55, all in Township 39 South, Range 1 East, Willamette Meridian, County of Jackson, State of Oregon, desdribed as follows:

PARCEL 1

Beginning at a point in the northeasterly line of the 50 foot wide strip of land described in deed recorded December 2, 1887 in Book 14 of Deeds, page 570, Records of Jackson County, distant South 61°09'57" East, 2258.51 feet from the most southerly Southwest corner of said Donation Land Claim No. 55; thence North 14°31'54" West, 97.83 feet to a point in the northeasterly line of said 50 foot wide strip of land; thence Northwesterly, along last said northeasterly line, along a curve to the left of a radius of 673.14 feet, through an angle of 40°30' from a tangent that bears North 17°14'30" West at last mentioned point, an arc length of 475.81 feet to a point; thence North 60°29'30" West, 20.90 feet to a point; thence Northwesterly, along a curve to the left of a radius of 666.34 feet, leaving the aforesaid northeasterly line, through an angle of 18°34'30" from a tangent that bears North 37°40'30" West at last mentioned point, an arc distance of 216.02 feet; thence North 60°33'22" West, 154.22 feet to a point; thence North 62°39'00" West, 366.51 feet to a point in the northeasterly line of the 100 foot wide strip of land described in deed recorded July 21, 1887 in Book 13 of Deeds, page 735, Redords of Jackson County; thence North 41°32'30" West, along last said northeasterly line, 341.44 feet to a point; thence Southeasterly, leaving said northeasterly line, as described in last said deed, along a curve to the left of a radius of 1096.01 feet, through an angle of 9°10'14" from a tangent that bears South 50°58'46" East at last mentioned point, an arc length of 175.42 feet; thence South 61°49'32" East, 97.80 feet; thence South 62°39'00" East, [illegible] R V R

271.27 feet to a point in a line parallel with and 90.00 feet northeasterly, at right angles, from the center line of survey of the State of Oregon's Highway Department for Valley View Road-South Ashland Sections Pacific Highway; thence North 25°09'00" West, along said parallel line, 82.14 feet; thence South 62°39'00" East, 207.31 feet; thence South 60°26'50" East, 170.96 feet to a point and along a curve to the right of a radius of 816.34 feet, through an angle of 37°06'30" from a tangent that bears South 56°15'00" East at last mentioned point, an arc length of 528.71 feet; thence South 14°56'40" East, 170.96 feet and South 12°44'30" East, 174.15 feet to the point of beginning, containing an area of 3.5 acres, more or less.

Bearings used herein are based upon the Oregon Coordinate System, South Zone.

Reserving from the above for Highway purposes an area described as follows:

A strip of land, 210 feet wide, lying parallel with and 210.00 feet southwesterly, measured at right angles, from the above described course having a bearing of North 25°09'00" West, 82.14 feet and the northwesterly and southeasterly prolongation thereof (said course and the prolongations thereof being Northeasterly, 90.00 feet, at right angles from the center line of survey of the State of Oregon Highway Department for Valley View-South Ashland Sections, Pacific Highway), containing an area of 0.61 of an acre, more or less.

PARCEL 2

A parcel of strip of land lying in and being a portion of said Government Lot 4 of said Section 24 and the Thomas Smith Donation Land Claim No. 55 in Section 24, Township 39 South, Range 1 East, Willametter Meridian, described as follows:

Beginning at a point in the southwesterly line of the 100 foot wide strip of land described in deed dated July 12, 1887, recorded in Book 13 of Deeds at page 735, Records of Jackson County, distant South 86°53'30" East, 740.08 feet from the most southerly southwest corner of said Donation Land Claim No. 55; thence Northwesterly, leaving said southwesterly line of said land, 100 feet wide, along a curve to the right of a radius of 1196.01 feet, through an angle of 28°16' from a tangent that bears North 50°34'30" West, at last mentioned point, an arc length of 590.05 feet; thence North 22°46'50" West, 180.83 feet to a point in the aforesaid southwesterly line; thence Southeasterly, along said southwesterly line, parallel and concentric with and 50 feet southwesterly, measured radially and * right angles, from the original located center line of main track, now of the Southern Pacific Company as follows: South 24°32'27" East 213.60 feet to a point; thence along a curve to the left of a radius of 1482.47 feet through an angle of 10°06'30" from a tangent that bears South 27°14'00" East at last mentioned point, an arc length of 261.54 feet to a point; South 40°01'56" East, 213.61 feet to a point in said southwesterly line that is parallel with and 50.00 feet southwesterly, at right angles, from said center line of main track at or near Engineer Station 939+66.40 B.C.T.-1; thence South 41°32'30" East, along said parallel line, 77.40 feet to the point of beginning, containing an area of 0.48 of an acre, more or less.

The basis of bearings of the above description is based on State of Oregon Coordinates, South Zone.

* * *

RECEIVED
MAY 29 1962
FOR FILING

RSM

RSB CON 224 5-29-62 8:14

CHANDLER:

THE MATERIAL TO BE SALVAGED FROM THE EXISTING SPRR BRIDGE AT MISTLETOE IS THE PROPERTY OF THE CONTRACTOR. THE SAN FRANCISCO OFFICE OF THE RAILROAD COMPANY HAS BEEN CONTACTED AND THEY CONCUR.

CURT BAKER
JD4.

NOTED
G. S. PAXSON

Form E-1—(Rev.)—

615-1087

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 26, 1962

Section Mistletoe SPRR U-Xing

Highway Pacific County Jackson

Contractor R&M Construction Co.

Date of contract May 26, 1961

Date work started June 2, 1961

Project authorization $

Exclusive of engineering $

Kind of work Structure and Grading

Section prefix 615-1087

Contract number 5929

Specified work days 120

Work days used

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering See Resident Bridge Engineers Report $

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost %

Engineering authorization $ 4,839.14

Engineering cost to date $ 9,504.75, 196 %

Date project was completed May 21, 1961 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor worked one day with blade doing minor finishing to complete project project on Monday.

Mr. Nichols of the B.P.R. visited the project on Thursday.

FINAL REPORT ON THIS PROJECT FROM THIS OFFICE.

cc: J. J. Gix

NOTED

NOTED
R. L. PORTER

CONSTRUCTION DIVISION
RECEIVED
MAY 28 1962
NOTED ☑ CE ☑ ACE ☐ ACE ☐ ☑ COE

Noted
M. N. [illegible]

Signed H. H. Patterson

Address P.O. Box 646 Ashland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	Highway	RR			
	GRADING	Grading	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.06	0.37			
Miles partially completed					
Miles completed	0.06	0.37			
Total estimated quantities (contract)	35,800				
Total quantities corrected to date	34,000				
Estimated quantities moved or placed to date	34,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Rain		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
MAY 16 1962
FOR FILING

7 [illegible]

5929

May 14, 1962

Mr. C. O. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Re: Mistletoe Undercrossing
FAP No. Oregon I-5-1(31)12
Your Memo 08-35.40

The twelve-month maintenance period set out in the State-Railroad agreement for the subject project was arrived at in conference with Southern Pacific Company personnel while arranging the various items of the agreement.

The determining factor in establishing the time was the magnitude and depth of the fills for the railroad roadbed, with the critical points being the 20- and 27-foot fills against the end abutments of the railroad structure. From our experience with fills at bridge ends, we know that regardless of care taken in placing and compacting fills under conditions inherent to the site, settlement does occur over a long period of time. Because of this, we felt it was within the meaning and intent of paragraph 14 of Policy and Procedure Memorandum 30-3 to grant the Railroad the 12-month maintenance period.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. I. D. Merchant
Mr. F. D. Morgan
CAG:dl ms

477 Cottage St. N.E.
Salem, Oregon

May 2, 1962

Forrest Cooper, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(35)12, North Ashland Interchange - South Ashland Interchange Section, Pacific Highway

Reference is made to the January 1, 1962 agreement between the State and the Southern Pacific Company covering the Mistletoe Undercrossing on the above project. The agreement provides that the State reimburse the railroad company for maintenance of the new subgrade during the first year of operation.

Section 14b of PPM 30-3 indicates that in the absence of special circumstances Federal participation in such costs should be limited to six months under operation of trains. We failed to note this limitation when we approved the agreement.

Now, in order to justify the twelve months maintenance period, it is necessary that we have information as to the basis for the establishment of the longer time. Any such information you can furnish will be appreciated.

Morgan -
Young

CONSTRUCTION DIVISION
RECEIVED
MAY 4 1962
NOTED- ☐ ☒ ☐ ☐ ☐
CE ACE ACE CDE

Send copy to Merchant: Will you handle?

RECEIVED
17 1962

FOR FILE

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO 5979 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 14, 1962

ATTENTION: Mr. I. D. Merchant

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

SUBJECT: Oregon Project I-5-1(31)12, Mistletoe Undercrossing, Proposed time extension.

Please refer to Mr. Merchant's letters of May 1 and 8, 1962, and our previous letter of May 4 on the above subject.

Although it appears obvious that the contractor is entitled to some allowance for a time extension, the facts presented to date do not adequately describe the justification for the 13 days allowance as proposed. For example, did the work under item 1 prohibit other work being done simultaneously? Item 2 appears to be an organization problem normally encountered in construction work, unless it is assumed that the contractor should have been notified of this specified procedure at an earlier date. A breakdown of the workdays actually used for item 4, both before and after the contract construction work was completed, would be desirable.

We suggest that in order to expedite our action in the future, more basic supporting data be submitted initially. As previously stated, we will continue consideration of your proposed time extension with the receipt of additional information.

RECEIVED
MAY 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
MAY 3 1962

FOR FILING

5429

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

S-2703

IN REPLY PLEASE REFER TO
912512/323
O-SH-59-25

May 1, 1962

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem 10, Oregon

Attention: Mr. G. S. Paxson, Deputy State Highway Engr.

Dear Sir:

This refers further to your letter of April 5, in connection with the Mistletoe Undercrossing Project in Jackson County.

We assume that you have obtained preliminary title reports on the new right of way which the State is to convey to Southern Pacific Company. When you answer our letter of April 24, we would appreciate your including copies of such title reports in order that we may determine the propriety of the conditions which you have inserted in the proposed deed.

Yours very truly,

H M Williamson
bo

NOTED
G. S. PAXSON

[illegible]

RECEIVED
MAY - 3 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 27 1962
FOR FILING

Salem, Oregon
April 26, 1962

Mistletoe Undercrossing Project
Jackson County

Mr. W. T. Wright
Right of Way Engineer
BUILDING

Herewith a letter from the Southern Pacific Company's San Francisco office concerning the form of deed in the property exchange at the Mistletoe Undercrossing. I also attach a copy of my letter of April 5 to the SP Company relative to this matter, and refer you to a letter written by Mr. Kuhn to me on March 30. These are files 31204, 31205, and L-3368.

Will you please prepare such answer as is necessary.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

4-61

S-2705-B

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
912512/323
0-SH-59-25

April 24
1 9 6 2

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem 10, Oregon

ATTENTION: Mr. G. S. Paxson, Deputy State Hwy. Engr.

Dear Sir:

This refers to your letter of April 5, in connection with the Mistletoe Undercrossing Project in Jackson County.

The drafts of the two Bargain and Sale deeds include descriptions based on spiral curves. Due to the difficulty of computing the areas enclosed within descriptions of this type and also due to the difficulty of laying out such lines in the field, we very much dislike to approve descriptions based on such spiral curves. We are attaching herewith copies of alternate descriptions as prepared in this office and based on simple curves. We would very much prefer using the attached descriptions and request your approval to do so.

With respect to the Quitclaim deed which you have requested, will you please furnish us with an appropriate map showing the property described in the deed, and if it is readily available, the relationship between that property and the new railroad right of way to be conveyed to Southern Pacific by the State.

Very truly yours,

Encl.

H. M. WILLIAMSON
Per R.C.N.

Orig. letter + descriptions
to Mr. [illegible] 4-26-62

RECEIVED
APR 9 1962
FORM E-30 SOM 11-61 40E30

FOR FILING
[illegible]

5929

RAILROAD
FILE No. 656

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1962

SUBJECT: Pux 410 - File No. 31205
Mistletoe U-Xing
Southern Pacific Company
Jackson County

To: Mr. Floyd Query
Secretary

OFFICE

Attached please find fully executed copy of a construction agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment
cc: G. S. Paxson
Ivan Merchant
Frank Morgan
I. A. DeFrance
J. W. Nash
C. H. Maison
Earl Saling
L. R. Chandler

NOTED
FLOYD QUERY

RECEIVED
APR 6 1962
FOR FILING

4929

April 5, 1962

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Under date of February 7, you wrote concerning preparation of deeds for transfers of property in connection with the Mistletoe Undercrossing in Jackson County and suggested that a draft form of the deeds be prepared for review prior to final execution.

Attached is a copy of a bargain and sale deed from the State Highway Commission to the Southern Pacific Company covering the right of way for the relocated railroad; also, a copy of a bargain and sale deed from the Southern Pacific Company to the State Highway Commission covering the existing railroad right of way.

In addition to these documents, I enclose original and one copy of a quitclaim deed from the Southern Pacific Company to the State Highway Commission covering our highway right of way at this intersection, outside of the relocated railroad. The necessity of this deed comes from the encumbered title occasioned by deeds to the Oregon and California Railroad Company, which cover the area in general. By deeds recorded in Volume 10, page 558; Volume 13, page 735; and Volume 14, page 570, deed records of Jackson County, Oregon, the Oregon and California Railroad Company acquired a strip of land 100 feet wide without giving any specific location. For this reason we request the Southern Pacific Company to release any interest it has in the highway right of way outside of its existing and relocated railroad right of way.

The State does not yet have title to the property which we will deed to you. We filed condemnation on the property on June 1, 1961, and deposited with the court our appraised value of the taking. We have taken possession of the property and have build the railroad grade thereon. The condemnation suit has not as yet been set for hearing and I am not able to say just when it will be, but it should be within the next few months.

In view of this, I would suggest that you examine the attached deeds and withhold any formal execution of them until after the condemnation suit is heard.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Samuel Burton (Dunsmuir, Calif.)
Mr. Forrest Cooper

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 30, 1962

SUBJECT: File Nos. 31204 L-3368
31205
Seven Oaks-Ashland Section
Pacific Highway
Jackson County

To: Mr. G. S. Paxson
Deputy State Highway Engineer
Office

At your request we have prepared proposed deeds for transfer of property between the Southern Pacific Company and the State Highway Commission at the Mistletoe Undercrossing in Jackson County. We enclose for transmission to the Southern Pacific Company for their review the following documents:

1. Two copies of Bargain and Sale Deed from the State Highway Commission to the Southern Pacific Company covering the relocated railroad right of way.

2. Original and one copy of Bargain and Sale Deed from the Southern Pacific Company to the State Highway Commission for the existing railroad right of way.

As you are aware, we are not now in a position to convey the parcel to the Railroad since the condemnation suit now pending against the Clarks condemning this railroad right of way has not been completed.

In addition to these documents we enclose original and one copy of a Quitclaim Deed from the Southern Pacific Company to the State Highway Commission covering our highway right of way at this intersection, outside of the relocated railroad. The necessity of this deed comes from the encumbered title occasioned by deeds to the Oregon and California Railroad Company, which cover the area in general. By deeds recorded in Volume 10, page 558; Volume 13, page 735; and Volume 14, page 570, deed records of Jackson County, Oregon, the Oregon and California Railroad Company acquired a strip of land 100 feet wide without giving any specific location. For this reason

Mr. G. S. Paxson
File Nos. 31204 L-3368 & 31205
March 30, 1962

we request the Southern Pacific Company to release any interest they have in the highway right of way outside of their existing and relocated railroad right of way.

Very truly yours,

L. I. LINDAS
Chief Counsel

By James R. Kuhn
JAMES R. KUHN
Staff Attorney

JRK:jr
Encls/as stated

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES–SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
L. F. NEAL
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

February 7, 1962

912512/323
0-SH-59-25

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention:- Mr. G. S. Paxson

Dear Mr. Cooper:

In connection with the project which includes a new railroad underpass at Mistletoe, you will recall that the basic agreement dated April 14, 1961 recognized that it covered only certain preliminary work and specified that the ultimate project was to become the subject of a supplemental agreement.

We now enclose duplicate counterparts and one copy of a proposed agreement to supplement the original document and provide for the work now to be performed. If you find it satisfactory, will you please arrange for execution on behalf of the State and return both counterparts to us for further attention. The extra copy is for your immediate use pending final execution.

As you know, we are to exchange certain property. It appears desirable that we prepare a deed for the property we are to convey to the State and that the State prepare one for the property it is to convey to Southern Pacific. Suggest that such deeds be prepared in draft form and then exchanged for approval prior to final execution. Will this be satisfactory?

Yours truly,

H. M. WILLIAMSON
Per R.C.N.

Enc.

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 8, 1962

5929

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Pux 410 - File No. 31205
Mistletoe U-Xing
Southern Pacific Company
Jackson County

Dear Mr. Williamson:

Attached are two copies of an agreement between the Southern Pacific Company and the Highway Department covering relocation of the company's tracks which was necessitated by construction of the Mistletoe undercrossing of the Pacific Highway in Jackson County. These copies of the agreement have been executed by the Highway Commission and are now ready for signature by the railroad company.

When the agreements have been fully executed, please return one copy to this office for the commission's files. In addition, I would appreciate receiving ten copies of Drawing No. 802H.

Yours very truly,

L. I. LIND
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

Attachments
JNH:bjk
cc: G. S. Paxson
Floyd Query
Ivan Merchant
Earnest Kendrew

RECEIVED
APR 3 1962
FOR FILING

[illegible]

6929

Salem, Oregon
March 7, 1962

Agenda Item 4-q

Pux - 410
Mistletoe Underpass
Southern Pacific Company

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. J. N. Hershberger
Staff Attorney

Attached for further handling are two copies of an agreement with the Southern Pacific Company covering relocation of the Company's tracks necessitated by construction of the Mistletoe Undercrossing of the Pacific Highway in Jackson County. These copies have been executed by the Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

Mr Query

FORM E-128-X 50M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 26, 1962

AGENDA
MAR 2 1962
4-g

Oregon State Highway Commission

Gentlemen:

Re: Mistletoe Undercrossing
Pacific Highway, Jackson County

There will be before you at the Commission meeting of March 2 an agreement between the State and the Southern Pacific Company covering the relocation of a section of the Southern Pacific Company's tracks necessitated by the construction of the Interstate Highway south of Ashland.

Your approval of this agreement is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mo

(A)
2 COPIES TO
LE[illegible]
(Hwy Commission)

NOTED
LLOYD QUERY

M

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 26, 1962

SUBJECT: Agreement with Southern
Pacific Company
Pux 410
Mistletoe Underpass

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

Attached are two copies of the subject agreement which have been signed by Assistant Counsel, G. E. Rohde. We find the agreements to be satisfactory to the Highway Department.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachments
cc: L. I. Lindas

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. NE
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: G. S. Paxson, Deputy State Highway Engineer

DATE: February 21, 1962

Pux 40

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

REFERRED
TO Hershberger
FOR
G. E. ROHDE ok. Jmt.

SUBJECT: Oregon Projects I-5-1(31)12, Mistletoe S.P.R.R. Undercrossing and I-5-1(35)12, North Ashland Interchange - South Ashland Interchange Section, Pacific Highway

In view of information supplied by your letter of February 20, 1962, we will approve the proposed State-Railroad agreement, covering work at the Mistletoe Undercrossing, when properly signed by both parties.

It is now understood that the proposed agreement covers all cost and expense to the railroad company in connection with both of the above projects, including the reimbursable costs of the railroad company for work covered by the original agreement of April 14, 1961.

Our approval of the agreement will be with the understanding that railroad costs incurred under the two subject projects shall, to facilitate auditing, be shown separately on work reports.

[illegible]
FEB [illegible] 962
STATE [illegible]

RECEIVED
FEB 27 1962
FOR FILING
I S-1 [illegible]

5929

February 26, 1962

Oregon State Highway Commission

Gentlemen:

Re: Mistletoe Undercrossing
Pacific Highway, Jackson County

There will be before you at the Commission meeting of March 2 an agreement between the State and the Southern Pacific Company covering the relocation of a section of the Southern Pacific Company's tracks necessitated by the construction of the Interstate Highway south of Ashland.

Your approval of this agreement is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

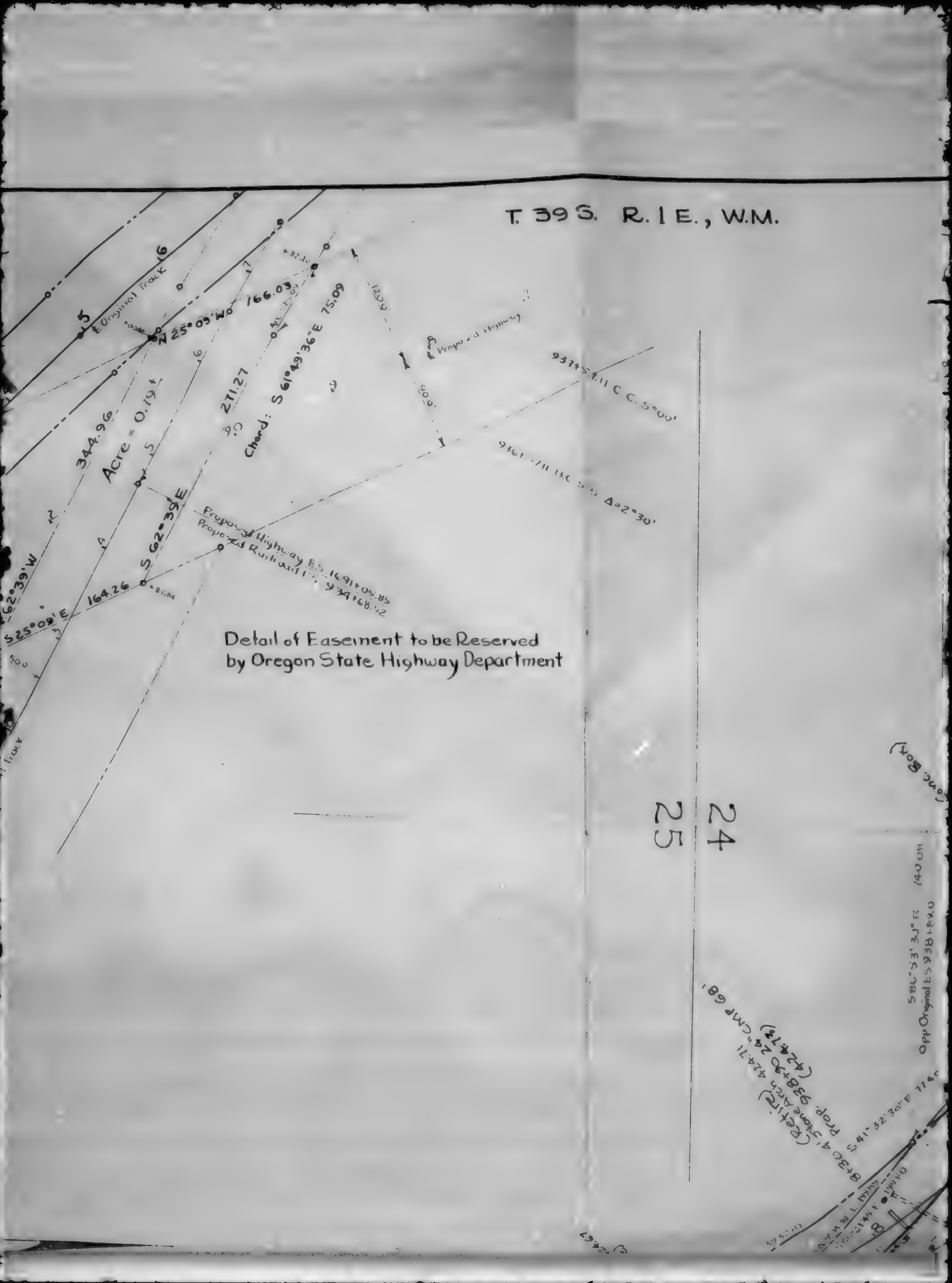
By

G. S. Paxson
Deputy State Highway Engineer

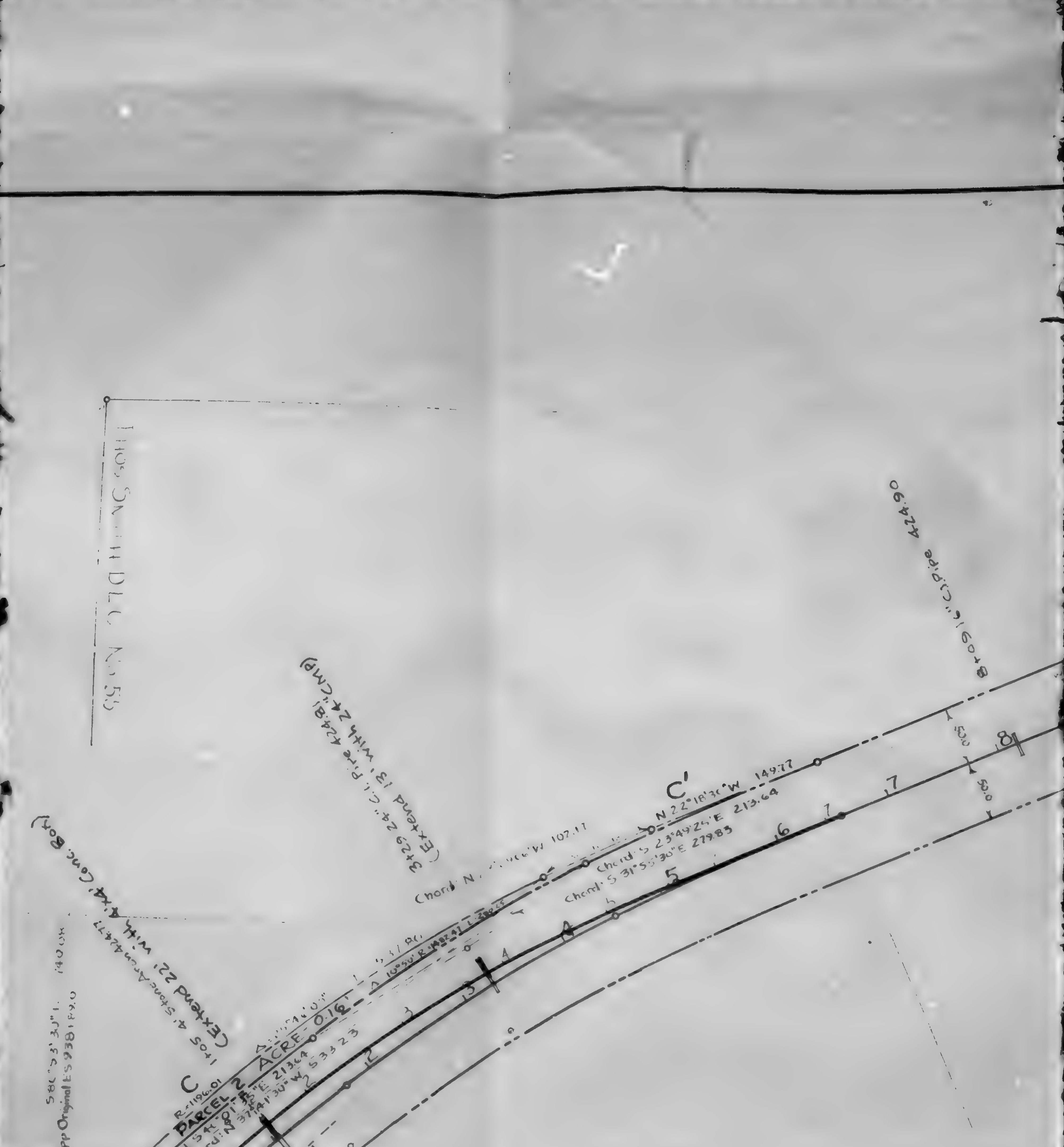
GSP:ms

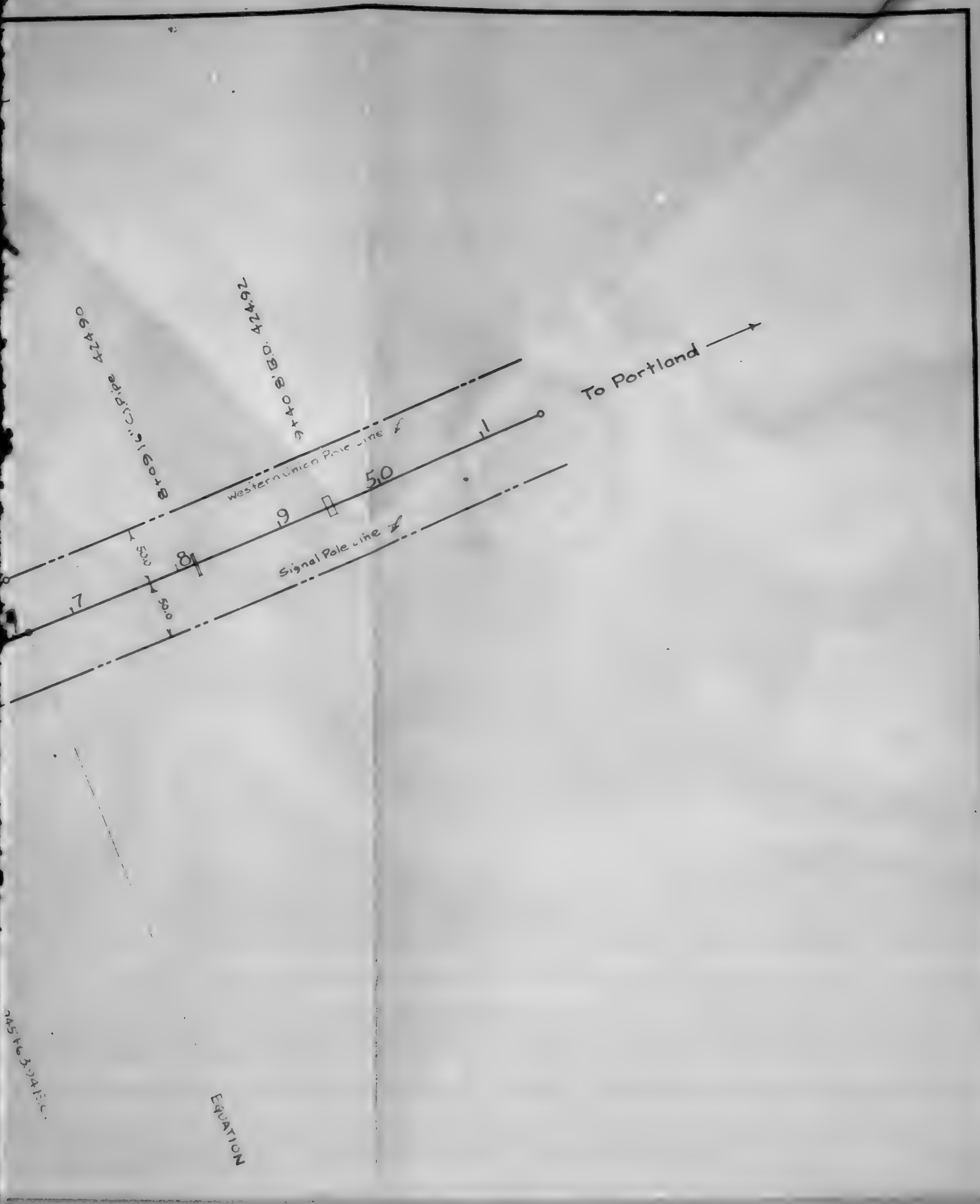
TAPER CURVE ALIGNMENT

ARC	RADIUS	CENTRAL ANGLE	ARC
A 29.35	2241.88	0°45'	
28.69	1096.01	1°30'	
28.04	714.08	2°15'	A'
a 31.31	239188	0°45'	
32.62	1246.01	1°30'	
33.93	864.08	2°15'	a'
B 30.26	5779.60	0°18'	
30.52	2914.83	0°36'	
30.79	1959.91	0°54'	
31.05	1482.47	1°12'	
31.31	1196.01	1°30'	B'
b' 30.00	5679.60	0°18'	
2948	2814.83	0°36'	
2921	185991	0°54'	
2895	138247	1°12'	
2869	1096.01	1°30'	b
C' 30.13	11509.17	0°09'	
30.27	5779.60	0°18'	
30.41	3869.75	0 27'	
30.53	2914.83	0°36'	
30.65	2341.88	0°45'	
30.79	1959.91	0°54'	
30.92	1687.09	1°03'	C

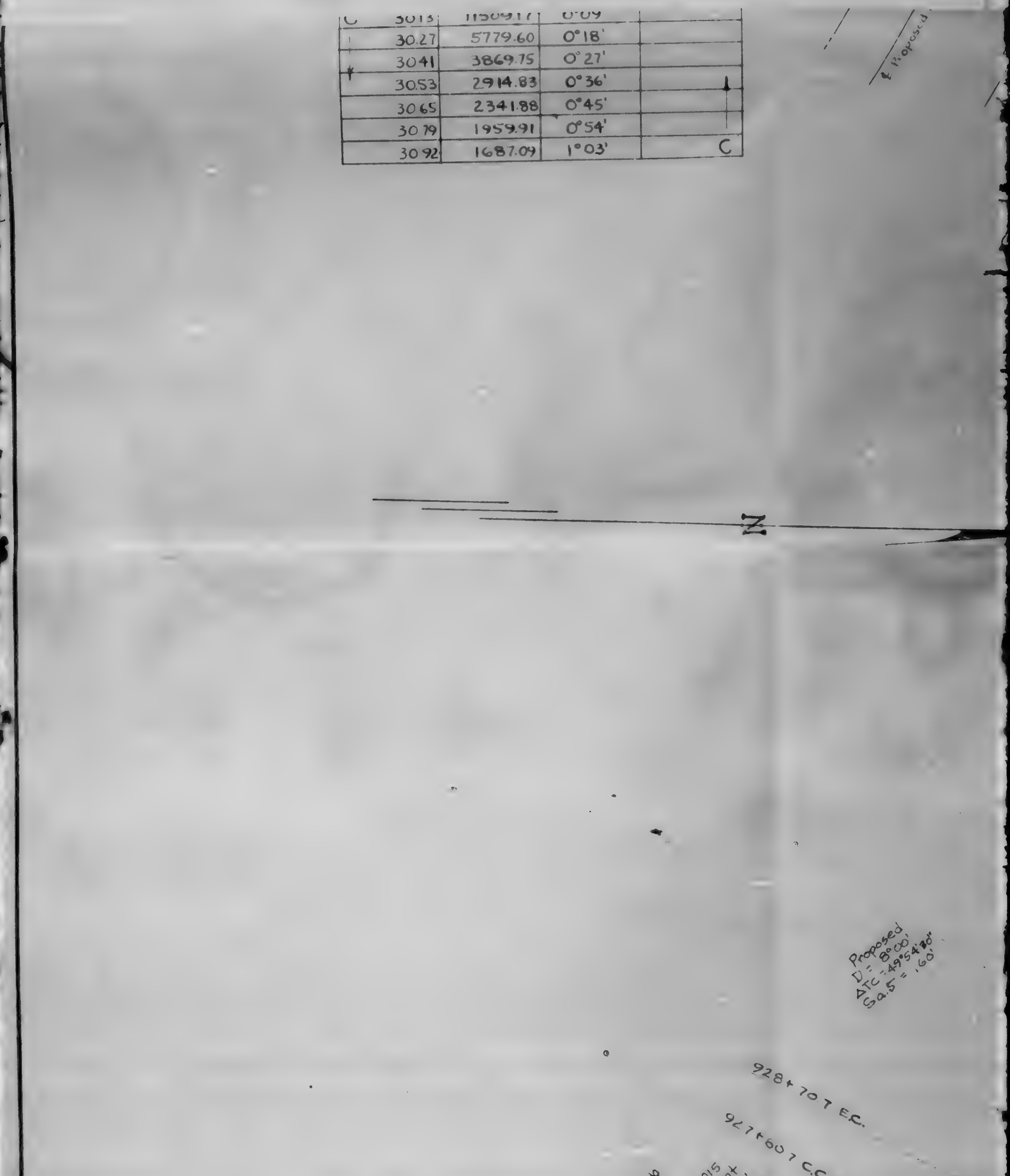


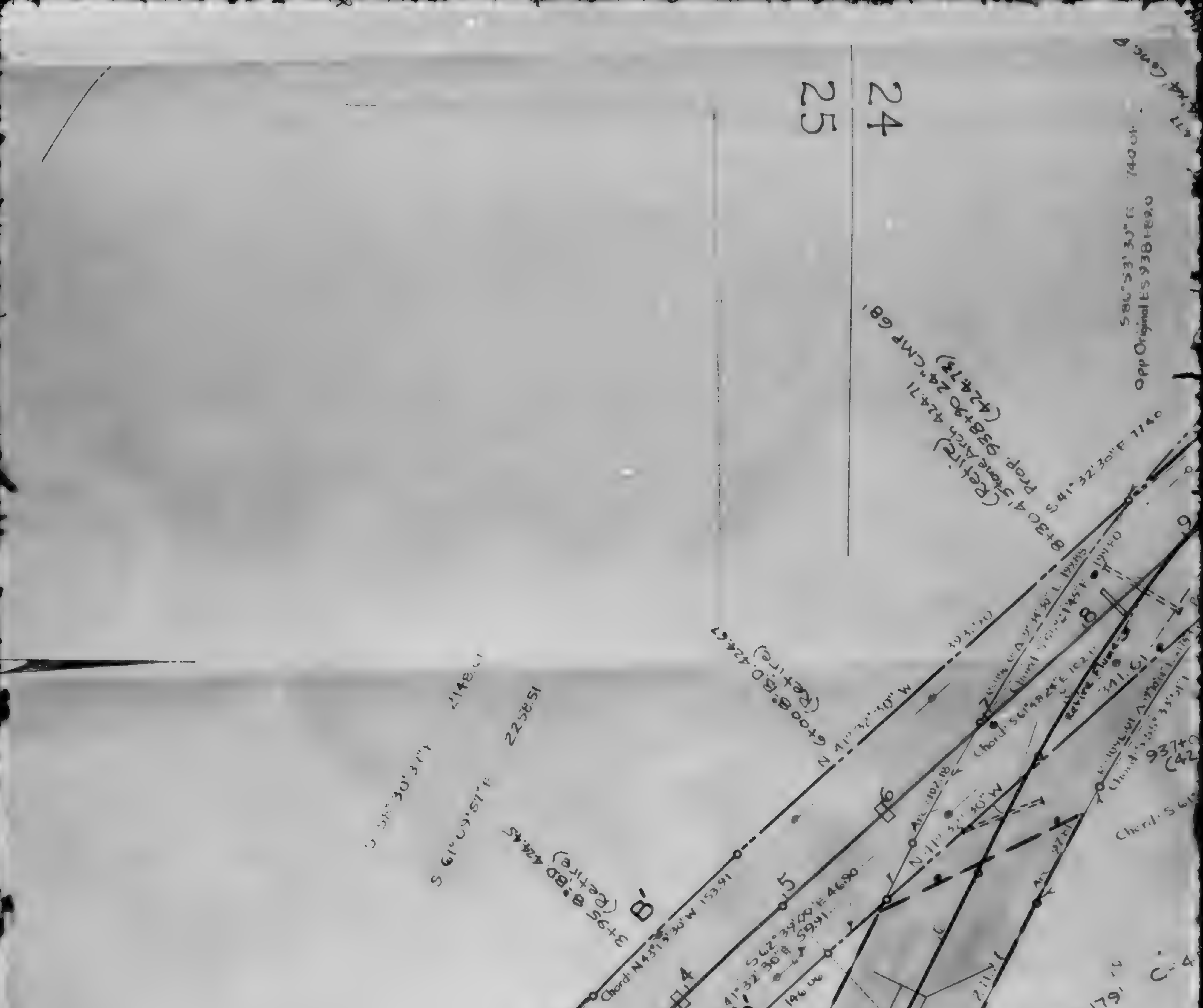
Detail of Easement to be Reserved
by Oregon State Highway Department

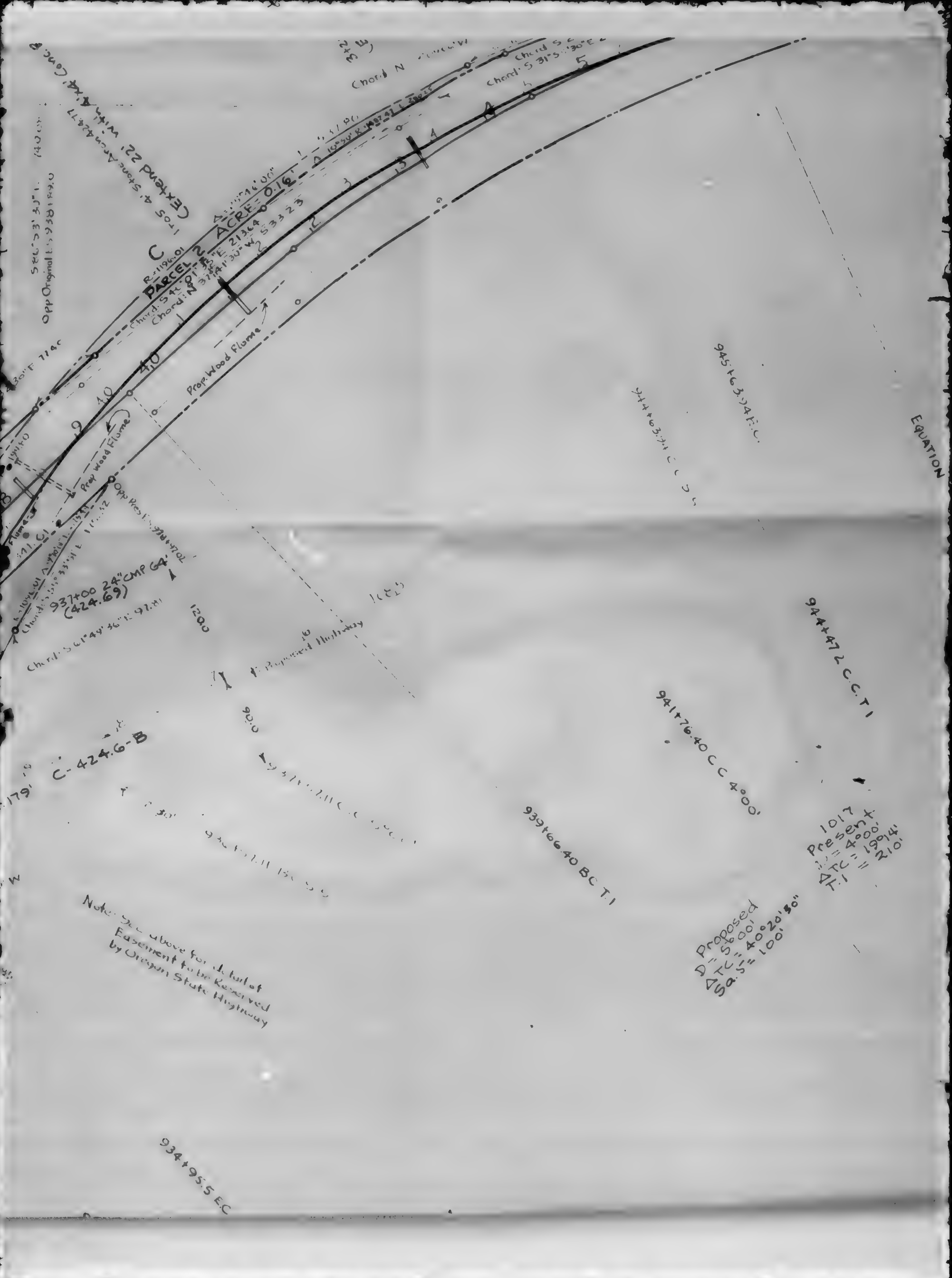

THOS SMITH DLC No 55
Extend 22' With 4'x4' Conc. Box
1+05 4' Stone Arch 424.77
3+29 24" C.I. Pipe 424.8
(Extend 13' With 24" CMP)
8+09 16" C.I. Pipe 424.90
C
C'
PARCEL 2
ACRE 0.16
R=1196.01
Chord S 44°01'15"E 213.64
Chord N 37°41'30"W 533.23
Chord N
N 22°18'30"W 149.77
Chord S 23°49'24"E 213.64
Chord S 31°55'30"E 279.83
10°50' R=1482.41 L=280.65
Opp Original ES 9381+89.0
40
1
2
3
4
5
6
7
8
9
50.0
50.0
Prop. Wood Flume
Prop. Wood Flume
945+63.04 E.C.
EQUAT


8+09 16" C.I. Pipe 424.90
9+40 B.O. 424.92
To Portland
Western Union Pole Line ℄
Signal Pole Line ℄
50.0
50.0
7
8
9
50
1
245+63.94 P.C.
EQUATION

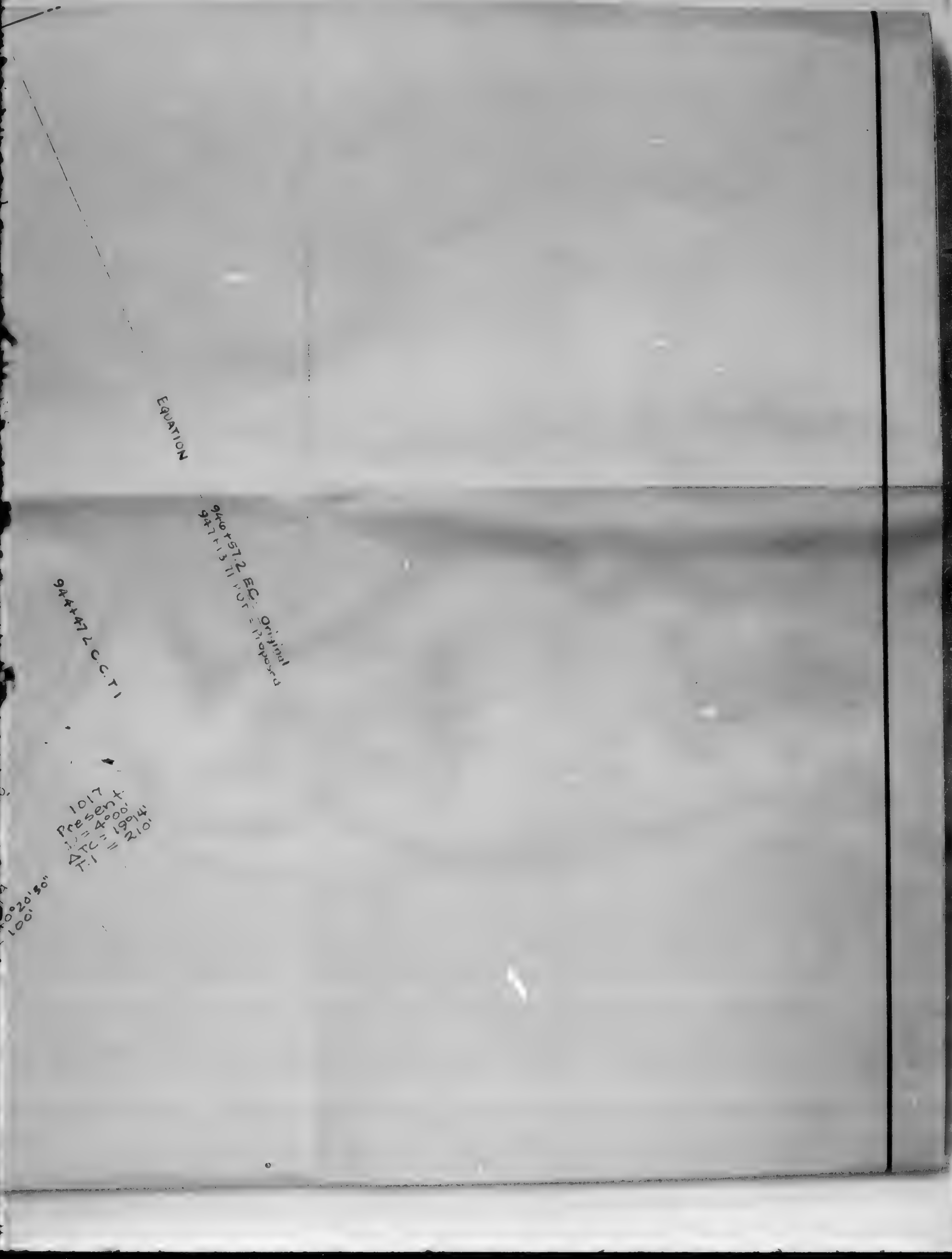
C	30.13	11509.17	0°09'	
	30.27	5779.60	0°18'	
	30.41	3869.75	0°27'	
	30.53	2914.83	0°36'	
	30.65	2341.88	0°45'	
	30.79	1959.91	0°54'	
	30.92	1687.09	1°03'	C

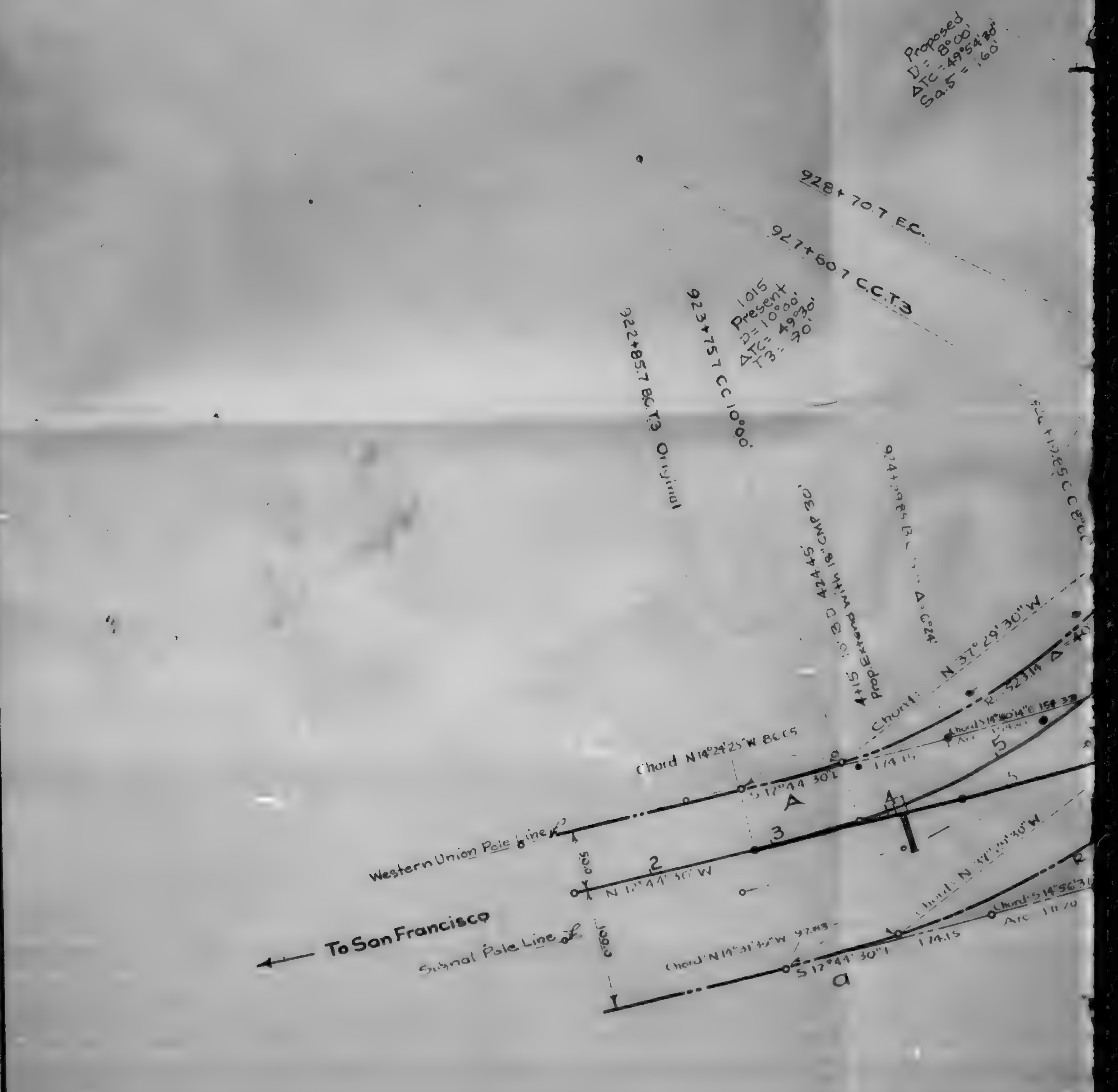


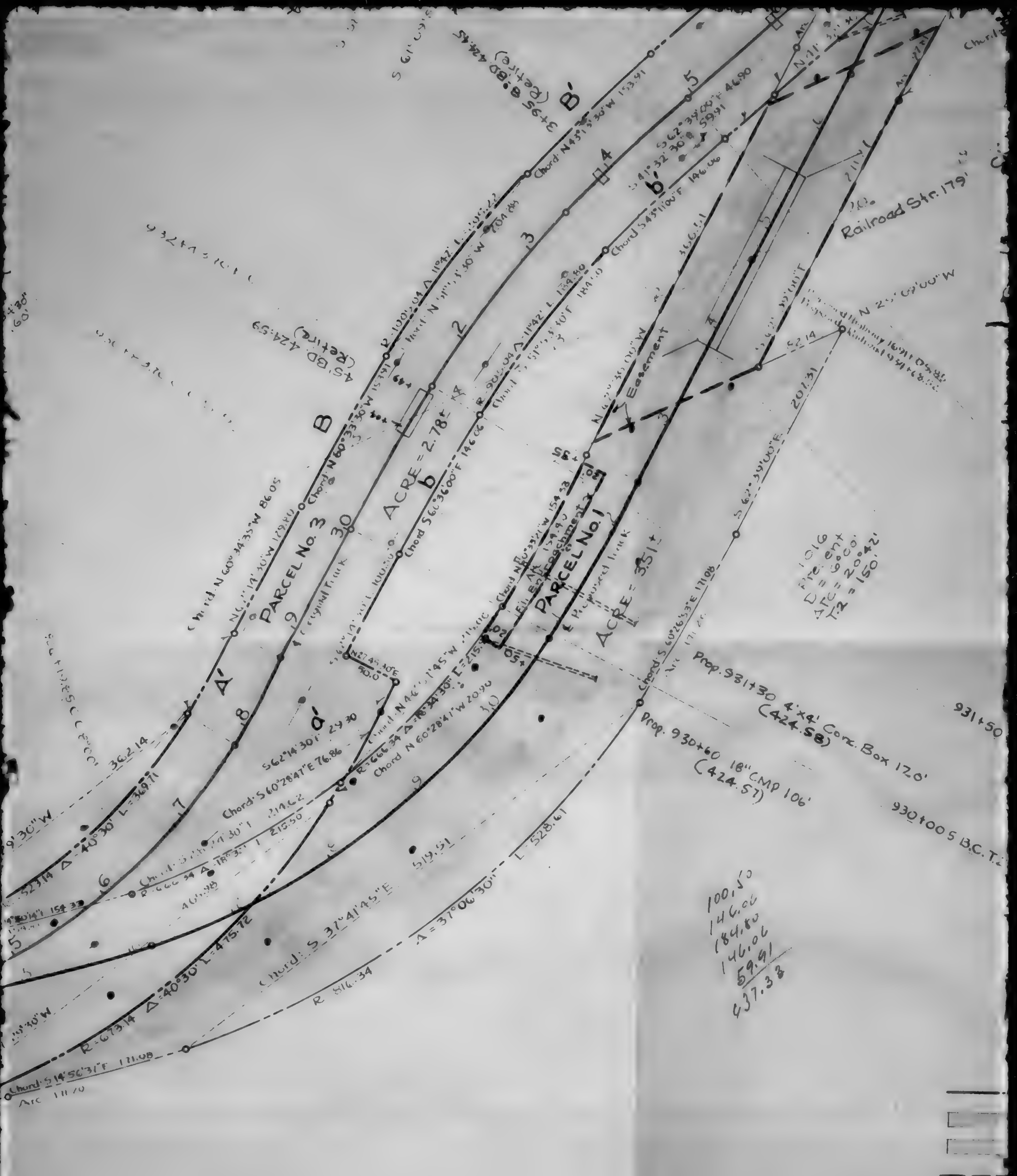

24
25
PARCEL No. 3
PARCEL No. 1
ACRE = 2.78±
ACRE = 3.51±
B
B'
b
b'
Easement
Encroachment
Original Track
Proposed Track
Railroad Str. 179'
Chord N 60°33'30" W
Chord S 60°36'00" E 146.00
Chord N 43°13'30" W 153.91
Chord S 43°11'00" E
S 41°32'30" E 146.00
S 62°39'00" E 46.90
S 62°39'00" E
N 62°30'00" W
N 20°00'00" W
N 41°32'30" W
S 41°32'30" E 71.40
S 86°53'30" E
Opp Original E S 938+82.0
(Retire) 45' B.D. 424.59
3+95 8' B.D. 424.45 (Retire)
6+00 8' B.D. 424.67 (Retire)
8+30 4' Stone Arch 424.71 (Retire)
Prop. 938+90 24" CMP 68' (424.78)
Retire Fluid
1916
Present
D = 6°00'
Arc = 200.42'
T/2 = 150.42'
1
2
3
4
5
6
7
8
9
30



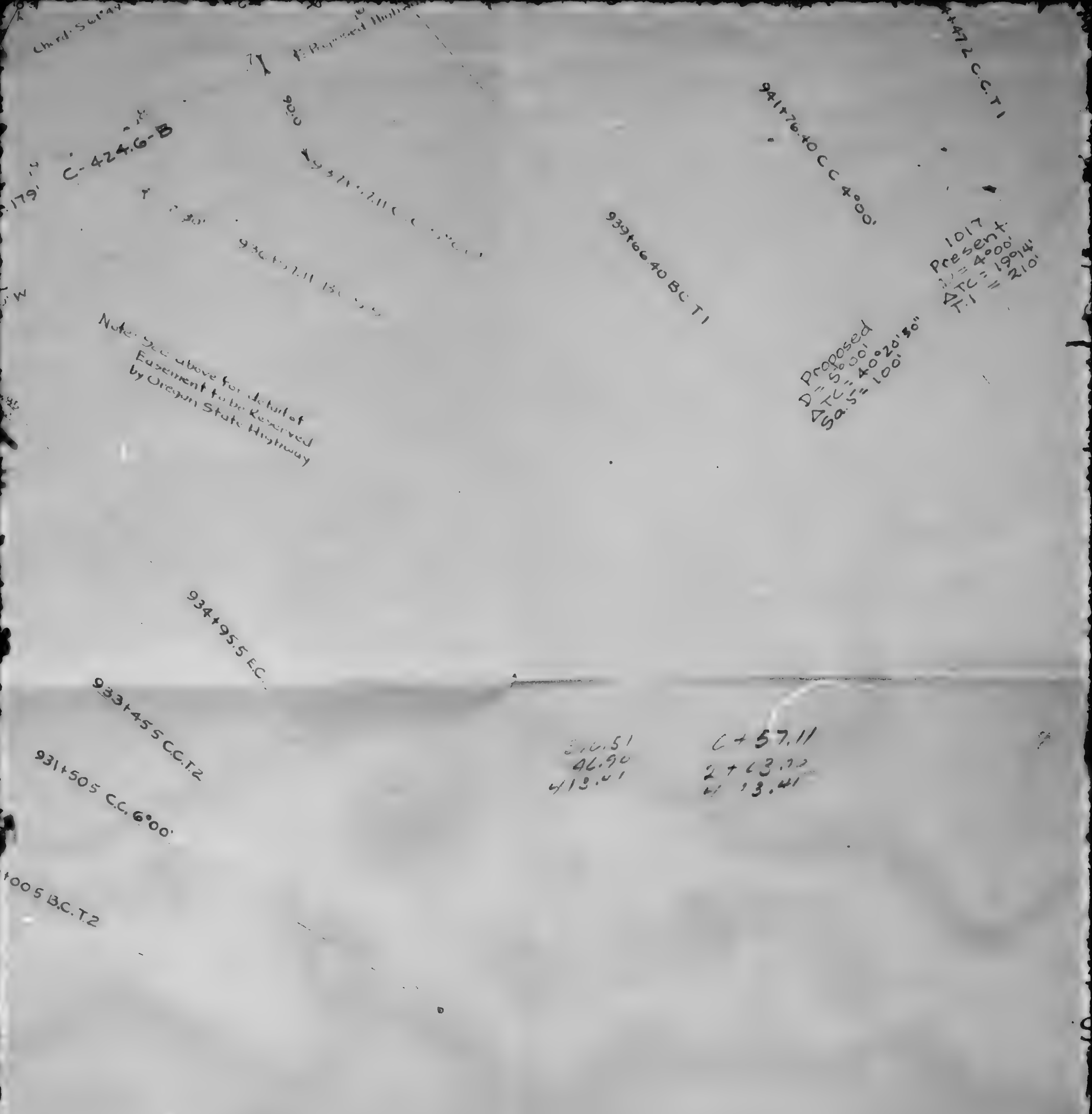
(Extend 22' With 4x4 Conc P
C
PARCEL 2 ACRE: 0.16
Chord: N 37°41'30" W
Chord: S 31°5'30" E
Prop. Wood Flume
Prop. Wood Flume
4.0
Opp. Original
937+00 24" CMP 64'
(424.69)
Proposed Highway
1200
C-424.6-B
90.0
Note: See above for detail of Easement to be Reserved by Oregon State Highway
945+63.94 E.C.
EQUATION
944+47.2 C.C.T.I
941+76.40 CC 4°00'
939+66.40 BC T.I
Proposed
D = 5°00'
ΔTC = 40°20'30"
Sa.S = 100'
1017
Present
D = 4°00'
ΔTC = 19°14'
T.I = 210'
934+95.5 E.C


EQUATION
946+57.2 E.C. = Original
947+13.71 P.O.T. = Proposed
944+47.2 C.C.T1
1017
Present
D = 4000'
ΔTC = 1904'
T.1 = 210'
40°20'30"
100'


Proposed
D = 8°00'
ΔTC = 49°54'30"
Sa.5 = 160'
928+70.7 E.C.
927+60.7 C.C.T3
1015
Present
D = 10°00'
ΔTC = 49°30'
T3 = 70'
923+75.7 CC 10°00'
922+85.7 B.C.T3 Original
4+15 D 424.45
Prop. Extend with 18" CMP 30'
Δ = 6°24'
Chord: N 37°29'30" W
R = 523.14
Chord S 14°30'14" E 154.33
Arc
Chord N 14°24'25" W 86.05
S 12°44'30" E
174.15
A
5
4
3
2
Western Union Pole Line ℒ
50.0'
N 12°44'30" W
To San Francisco
Signal Pole Line ℒ
100.0'
Chord: N 37°29'30" W
R
Chord S 14°56'31"
Arc 111.70
Chord N 14°31'39" W 97.43
S 12°44'30" E
174.15
a



100.50
146.06
184.80
146.06
59.91
437.38



LEGEND

Southern Pacific Company Property Line
Red Tint: State Lands to be Conveyed to So. Pac. Co.
Yellow Tint: So. Pac. Co. Lands to be Conveyed to State
Dashed Red: Easement to be Reserved by State and Fill Encroachment
Red: New Track Location
Yellow: To be Removed and Relocated

472 C.C. r1

Original
Proposed

1017
Present
R = 4000'
Δ TC = 1994'
T.1 = 210'

Δ = 40°20'30"
= 100'

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
MISTLETOE
JACKSON COUNTY OREGON

EXCHANGE OF LAND WITH THE OREGON STATE HIGHWAY

chment

SCALE: 1"=100'

H

OCTOBER 4, 1960
Rev 11-3-61

SHASTA DIV'N.
DRAWING 802 H
SHEET NO. 1

DRAWER

RECEIVE
FEB 23 1962
FOR FILING
5929

Salem, Oregon
February 21, 1962

Mistletoe Undercrossing
Pacific Highway
Jackson County

Mr. L. R. Chandler
Division Engineer
Roseburg

We are having some auditing troubles with the Bureau of Public Roads. We originally entered into an agreement with Southern Pacific Company which covered only the grading of the railroad realignment and the structure. We now have a second agreement which will cover the installation of the track, ties, and ballast on the line change. It will be necessary that the billings from the Southern Pacific Company be in such shape that we can separate the charges which should go against each of these agreements.

The Southern Pacific Company makes up a daily time sheet which is signed by the Company's inspector and approved by our resident engineer. In the lower left-hand corner of these sheets our resident engineer should insert the federal-aid prefix of the job to which the charges should be allocated. Up to date, all charges have been against the contract for the railroad grading and underpass structure, which is I-5-1(13)12. Any time sheets yet in the hands of Mr. Gix should be marked with this federal-aid prefix.

Any work which the Southern Pacific Company does in connection with the installation of the track, the moving of signal lines, or any other item having to do with the track change, should carry the North Ashland-South Ashland prefix, which is I-5-1(35)12.

The resident engineer should retain his copy of the daily time sheets and attach these to the final job records, as is the custom at present, so that our Accounting Division may make the proper billing to the Bureau of Public Roads. The daily time sheets must be supported by entries in the resident engineer's diary.

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
cc Mr. R. L. Porter
Mr. C. E. Maison
Mr. James Gix
Mr. Bill E. Brown

RECEIVED
FEB 1 1962
~~FOR FILING~~
25-1(0)12
5929

File

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1962

SUBJECT: Clark - R/W File No. 31204
(L-3668)
Mistletoe U'Xing Section
Pacific Highway
Jackson County

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

We have processed an Order for Extra Work under which re-establishment of the irrigation facilities on this property will be done. There will be no non-irrigated land left outside of our right of way, so your offer of settlement should be based on this fact.

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:bjh

cc: R. L. Porter
I. D. Merchant
C. G. Polk

RECEIVED
JAN 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
NOV 13 1961
FOR FILES

5929

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 9, 1961

Southern Pacific Company
Dunsmuir
California

Attention: Mr. A. D. DeMoss
Division Superintendent

Gentlemen:

Re: Mistletoe-SPRR Undercrossing
Bridge No. 8748
Contract No. 5929
Jackson County

As per your telephone conversation of November 8, I have checked into the construction status of the Mistletoe-Southern Pacific Railroad Undercrossing. At this time our estimated completion date for the project is February 1, 1962.

As the grading contract for the North Ashland Interchange-South Ashland Interchange Section was awarded at the October 18 meeting of the Highway Commission, it is important that the railroad line change be made as soon after the estimated completion date of February 1 as possible.

Will you please arrange your work on this project to the end that the line change may be completed at the earliest convenient date.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. E. D. Morgan
Mr. James Gix
Mr. G. S. Paxson

RECEIVED
SEP 29 1961
FOR FILING
I-5-1(31)12

5929

Salem, Oregon
September 29, 1961

Mistletoe Undercrossing

Mr. Hill Young
Assistant Construction Engineer
BUILDING

Chandler has worked out a scheme whereby we will not be required to put the 12-inch pipe under the freeway. He will take off the irrigation water for the Clarke property at the lower end of the 4' x 4' culvert carrying the creek under the freeway.

I am returning the prints and tracings showing the pipe which you recently furnished me.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

RECEIVED
SEP 15 1961
FOR FILING

5929

September 14, 1961

Mr. H. N. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Mistletoe Undercrossing
Pacific Highway
Jackson County

Dear Sir:

By our exchange of letters of August 4, and August 8, 1961, I understand that you are preparing the agreement for the final step in the railroad line change and the undercrossing of the new line near Mistletoe Station in Jackson County.

In our submission of the map and encroachment area dated July 29, 1960, we show a small slope easement between your Railroad Stations 930+50 and 932+30 (new railroad line). This is an easement for field slopes where embankment from our "F Line" will spill over the right-of-way line and across the toe of your railroad embankment. This easement is not covered in the agreement dated April 14, 1961 covering the grading of the new railroad embankment. Under the terms of this agreement, the property transfer is to be made when "State is ready to proceed with ultimate construction of said highway and railroad encroachment."

Since our "F Line" will not be constructed until you are operating over the new railroad embankment and, therefore, after property transfer takes place, this would technically be an encroachment upon your right of way. If you feel that such an encroachment should be covered by formal agreement, I would suggest that it be included in the final agreement which you are now preparing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:as

cc to: Mr. Samuel Burton
Mr. W. C. Williams
Mr. Walter T. Wright

RECEIVED
AUG 23 1961
FOR FILING

5929

Salem, Oregon
August 23, 1961

C
O
P
Y

Mr. Ivan D. Merchant

I attach hereto a letter from the Bureau of Public Roads returning without approval our estimates of reimbursable costs for revision of the Pacific Telephone & Telegraph Company's lines at the Mistletoe Undercrossing and of the Western Union Telegraph's facilities at the Mistletoe Undercrossing and the Clackamas Overcrossing widening. I am not particularly concerned with the Clackamas job, as this is ABC funds, but the Mistletoe project is Interstate funds, and we should make every effort to collect all federal aid possible.

Will you please have Mr. Gardner go into this further with the Bureau of Public Roads and make every effort to get the matter cleared up.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

Mr. W. C. Williams, State Highway Engineer August 22, 1961
Salem, Oregon

Attention: Mr. Ivan D. Merchant

C. G. Polk, Division Engineer
Salem, Oregon

Utility Adjustments:

Pacific Telephone and Telegraph Co.
Mistletoe S.P.RR. O(Xing
Pacific Highway
Project I-5-1(31)12

Western Union Telegraph Co.
Mistletoe O'Xing of Pacific Highway
Project I-5-1(31)12

Western Union Telegraph Co.
Clackamas O'Xing widening
Cascade Highway
Project F-304(7)

Returned herewith is the correspondence regarding the subject utility adjustments. PPM 30-4 required that approval and authorization to proceed with the work be given prior to the commencement of the work. Retroactive approval cannot be given. Accordingly these agreements are returned without action.

In the future, if Federal participation is desired the agreements must be submitted for approval prior to the authorization by the State to the utility company to proceed with the adjustments.

Attachments

RECEIVED
AUG 9 1961
FOR FILING

I

5929

August 8, 1961

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Mistletoe Undercrossing

Dear Sir:

Receipt is acknowledged of your letter of August 4 concerning additional expenditures for field engineering on the Mistletoe Undercrossing project. Both the State and the Bureau of Public Roads consider the exchange of your letter of July 10 and our letter of July 31 as being sufficient authority for the State to reimburse you for this additional engineering cost.

We would have no objection to, and, in fact, would appreciate the preparation of the final agreement covering the entire project, with the engineering costs being included in that agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. Samuel Burton, Superintendent
Southern Pacific Company
Dunsmuir, California

Mr. W. C. Williams

8-2708

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

August 4, 1961

912512/323
0-SH-59-25

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Ass't. State Highway Engineer

Dear Mr. Williams:

Thank you for your letter of July 31 enclosing a copy of a memorandum from the Bureau of Public Roads approving the additional expenditure for field engineering and inspection on the Mistletoe undercrossing.

Would appreciate receiving your comments on the last paragraph of our letter of July 10 suggesting that the final agreement covering the overall project be concluded at this time.

Incidentally, this section of the railroad is under the jurisdiction of our Shasta Division, the Superintendent of which is Mr. S. B. Burton at Dunsmuir rather than Mr. Kilborn.

Yours truly,

HM Williamson

RECEIVED
AUG - 7 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1961
FOR FILING

5937

July 31, 1961

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Sir:

Reference is made to your letter of July 10 in regard to the additional cost for engineering inspection of the railroad underpass structure now under contract at Mistletoe on the Pacific Highway south of Ashland. I attach hereto copy of a memorandum from the Bureau of Public Roads approving the additional expenditure as a reimbursable item.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. A. W. Kilborn
Mr. W. C. Williams

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 24, 1961

Attention: Mr. G. S. Paxson

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Polk

SUBJECT: Oregon Project I-5-1(31)12, Mistletoe Undercrossing

Your letter of July 14, 1961, transmitting a copy of a July 10 letter from the Southern Pacific Company, requested our approval of additional cost for field engineering and inspection to be furnished by the railroad company on the above project.

In view of the railroad's misunderstanding with regard to extent of work involved in this contract, we will interpose no objection to inclusion of the engineer-inspector costs under construction engineering.

It is understood that payment will be out of the 10 percent engineering and contingency fund. Any costs incurred in excess of funds available from that fund will necessarily be ineligible for Federal participation.

RECEIVED
JUL 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 14 1961

FOR FILING

I-5-1

5479

July 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Under date of April 14, 1961, an agreement was entered into with the Southern Pacific Company covering the Mistletoe undercrossing of their tracks south of Ashland on Interstate 5. In this agreement, they show an estimated cost for field engineering and inspection of $2,100, to which would be added various other allowances such as vacation and holiday pay, health and welfare, et cetera. At the time this estimate was made up, the Southern Pacific Company assumed that our present contract would include only the grading of the railroad line change and not the construction of the structure carrying their tracks over the highway.

I attach hereto copy of a letter from the Southern Pacific Company explaining this matter and advising that their estimate is not adequate to cover their inspection of our construction, and also advising that they are placing an engineer-inspector on the project at a rate of $1,240 per month, to which would be added automobile rental and operating expenses. I propose to advise the Southern Pacific Company of our approval of this arrangement and assurance that all of their necessary engineering and inspection costs will be reimbursed.

I would appreciate your approval of this arrangement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

4-61 B-2706

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

July 10, 1961

912512/323
0-SH-59-25

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Asst. State Highway Engineer

Dear Mr. Williams:

Will you please refer to Mr. Ivan Merchant's letter of February 23, 1961 in connection with the Mistletoe Undercrossing Project, and with particular reference to the request contained in our letter of January 24 that we be authorized to employ a qualified inspector during the period of constructing this structure.

At the time the construction agreement dated April 14, 1961 was prepared, it was not known that you would include in your initial contract the construction of this structure. Accordingly that agreement contained an estimate for field inspection and engineering predicated only on the construction of the new railroad embankment. The estimated cost figure contained therein is now insufficient to cover the estimated cost of the structure inspector.

A Southern Pacific employe, Mr. C. A. Hughes, has recently become available, and is well qualified to represent us in this inspection. He will report to the job approximately July 10.

It is estimated that his salary and personal expenses will approximate $1,240 per month, to which must be added automobile rental and operating expenses. We, of course, do not know just how long his services will be required as this is dependent on the contractor's operations although we think a three or four month period would be a reasonable guess.

We would appreciate receiving your acknowledgment that the estimate contained in the April 14 agreement is insufficient to cover this service, and that the State will reimburse us for the entire period during which this inspection is necessary.

Rather than making formal supplement to the April 14 agreement to cover only this inspection service, what would you think of proceeding at this time to prepare the subsequent agreement covering the overall project, including the railroad line change, as contemplated by Section 7 of the April 14 agreement. Under this procedure we could include in the estimate of that agreement a sum sufficient to cover the inspection of the structure.

Yours truly,

H M Williamson
Rw

RECEIVED
JUL 12 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 6 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-[illegible]-2

5929

July 5, 1961

R & M Construction Co.,
136 Main
Central Point
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5929, awarded May 26, 1961, for structure grading the Mistletoe SPRR Undercrossing Section of Pacific Highway in Jackson County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN 27 1961

FOR FILING

I-5-1(31)

6929

June 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of Order No. 37861 issued by the Public Utility Commissioner, under the date of May 25, 1961, relative to the Mistletoe Railroad Undercrossing, Project No. I-5-1(31)12.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

RECEIVED
JUN 13 1961
FOR FILING

I-5-1(31)12

5929

June 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two conformed copies of agreement with the Southern Pacific Company covering construction of the Mistletoe Railroad Undercrossing, Project No. I-5-1(31)12.

Also enclosed is one extra copy of railroad drawing 802-N dated December 28, 1960, to complete the copy of agreement furnished your office on May 25, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

RECEIVED
JUN 6 1961

FORM E-30 50M 7-60 29305

FOR FILING

I-5-1([illegible]) 12

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1961

SUBJECT: Pux 410 - Mistletoe U-Xing
Southern Pacific Company
Jackson County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Herewith I hand you copy of Order No. 37861 issued by the Public Utility Commissioner, under date of May 25, 1961, relative to the above-titled matter.

The order appears to be in accordance with the petition and the testimony taken at the hearing, except that for some mysterious reason the Public Utility Commissioner has discontinued the practice providing that reimbursement to the railroad shall be made under PPM 30-3 and amendments and supplements thereto. Possibly this is not too important as the petition provided for the reimbursement under federal regulations, and, undoubtedly, the agreement with the railroad will so provide.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: Ivan Merchant (3)
Tom Edwards (2)
I. A. DeFrance (2)
Frank Morgan (2)
J. W. Nash (3)
H. G. Simpson (1)

RECEIVED
JUN [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Order #37861

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 172

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an undercrossing of the track of Southern Pacific Company on the revised location of the Pacific Highway, known as the MISTLETOE UNDERCROSSING project, in Jackson County.	ORDER

The above entitled matter was duly heard on April 28, 1961, at Salem, Oregon, before Charles E. Leierer, Examiner for the Commissioner. The following appearances are of record herein:

For Petitioner:

Glen V. Sorensen, Assistant Attorney
General, Of Counsel for the Oregon
State Highway Commission

For Respondent:

Kenneth M. Judd, Attorney
Portland, Oregon
In behalf of Southern Pacific
Company

For Commissioner:

C. E. Jaqua, Utility Engineer
Salem, Oregon

On January 19, 1961, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Petitioner, filed a Petition pursuant to the provisions of ORS 763.080 and ORS 763.040 for permission to construct a public highway below grade of the track of Southern Pacific Company, hereinafter referred to as Respondent. The proposed undercrossing has been denominated the Mistletoe Undercrossing project.

Attached to and made a part of the Petition are drawings containing a vicinity map, railroad and main road profiles, plans, elevations and cross sections of the proposed structure. These engineering drawings have been designated Mistletoe Railroad U-Xing Sec. Sheet No. 3 and Plan and Elevation Drawing No. 8748-B.

Petitioner also sets forth the proposed manner in which the construction and maintenance of the project will be handled and the cost thereof borne.

Notice of the Petition and copies thereof were duly served on Respondent, the County Court of Jackson County and the Mayor and City Council of Ashland, Oregon.

Jackson County Court filed a statement with the Commissioner making no objection to the Petition. The city of Ashland did not respond to the Petition. Respondent timely filed its Answer by way of a statement to the effect that said company will not oppose the issuance of an order in accordance with the application filed by Petitioner.

The matter was thereafter set down for hearing and notice thereof duly served upon the parties of record.

Evidence was adduced on behalf of Petitioner and Respondent, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

Pacific Highway No. 1, also U.S. Highway No. 99, and to be part of Federal Interstate Highway No. 5, is being relocated and realigned between Medford and a point south of Ashland. Said relocation and realignment will necessitate a crossing of the railroad track of Southern Pacific Company located at a point set forth below. For this purpose it will be necessary to relocate a portion of the existing alignment of the railroad of Southern Pacific Company. Due to the fact that rail crossings on the Interstate Highway System cannot be made at grade, it is proposed to provide an undercrossing of the track of the Southern Pacific Company.

Tangents to the center lines of the highway and railroad will intersect at an angle of 37° 30' in the southeast quadrant at a common point designated as Highway Survey Station 1691+05.85 and Railroad Survey Station 934+68.47, in the Southwest Quarter of the Southeast Quarter (SW¼ SE¼) of Section 24 and the Northwest Quarter of the Northeast Quarter (NW¼ NE¼) of Section 25, Township 39 South, Range 2 East, W.M., in Jackson County.

Rail traffic over the proposed crossing consists of six daily train movements, seven days per week. The estimated average volume of vehicular traffic which will be using the proposed crossing is estimated at 1,900 vehicles per day for a normal average year, subject to normal annual increases. An undercrossing structure will permit a division of train and vehicular traffic by separation of the grade of the highway and the railroad and will be suitable and proper for the safety, convenience and general welfare of the public and in the public interest. Also, crossings at grade are contrary to Federal Standards on Federal Interstate Highway Systems.

The proposed structure which will carry the train traffic over the proposed highway will be of a reinforced concrete material. It will consist of a viaduct of two spans in length, supported on each end by abutments and by a pier on the median of the four lane highway. The length of the structure from abutment to abutment at the center line of the roadway will be 145 feet, eight inches. The center of the concrete pier will be placed 72 feet, ten inches from the center of each abutment.

The ballasted rail deck on the structure will have a 17 foot horizontal clearance between the concrete guard rails for railroad operations and there will be no vertical impairments of the track.

The highway will consist of two 24 foot traffic lanes with 10 foot outside shoulders, one in each direction, separated by a 16 foot median strip. There will be an eight foot horizontal clearance from the inner edge of each inside lane to the center of the supporting pier. The vertical clearance over the shoulders of the roadway to the bottom of the structure will be 16 feet, six inches.

The highway under the proposed structure will be on a 1,000 foot vertical curve connecting an ascending grade of 2.58% from the north and a descending grade of 4.062% from the south.

Any impaired horizontal clearances which will take place on the railroad during construction will be removed prior to the operations of trains over the crossing. No vehicular traffic will be using the crossing nor will any temporary crossings be required insofar as public highway traffic is concerned until such crossing is complete. The relocation and the type of structure proposed will not be detrimental to railroad operations.

The proposed crossing will necessitate the construction of a new railroad embankment for the revised location of the railroad between Railroad Survey Station 946+57.2=947+17.41 on the north to Railroad Survey Station 922+85.7 on the south.

Petitioner proposes that the construction and maintenance of the proposed undercrossing and the cost thereof be borne as follows:

Petitioner will:

(a) Prepare plans and specifications and award a contract or contracts for the proposed construction and supervise the construction thereof, which will include the construction of a new embankment for the railroad; the construction of the railroad structure over the highway at the location hereinbefore set forth; construction of a new highway with its appurtenances and facilities and thereafter maintain the same; and the restoration of the new railroad embankment to normal profile grade, after a settlement period of approximately one year.

(b) Finance the construction of the project without participation therein from funds of railroad company, from State and Federal highway funds, including reimbursement to railroad company for the necessary expenses incurred in connection therewith.

Respondent will:

(a) Subject to reimbursement by Petitioner make such revisions of the existing communication systems as may be required.

(b) Subject to reimbursement, furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Subject to reimbursement, move and thereafter reinstall such right of way fences as must necessarily be removed for the construction of the project.

(d) Subject to reimbursement, place ballast, ties and track on new railroad alignment, equivalent to the ballast, ties and tracks on the existing railroad location, and make connections with the existing track.

(e) Subject to reimbursement, remove track, ties and fittings on the portion of the existing railroad which is to be retired from use, and give the state proper salvage credit therefor.

(f) At its own cost and expense maintain the railroad line with its appurtenances and facilities, on the revised location thereof, including the maintenance of the structure proposed to be built over the highway, except that the state will reimburse railroad for any and all costs of maintenance of the revised track section for the first full year of train operation that are above and beyond the normal costs of maintenance for the same period of a like section of track similar to that previously retired from use.

These proposals have been agreed upon between Petitioner and Respondent. No objections were made and they are hereby approved. The proposals relating to the division of the expenses are just and reasonable under the circumstances.

From the foregoing it is concluded that the proposed undercrossing is necessary in connection with the construction of Federal Interstate Highway No. 5 and is required in the interest of public safety, convenience and general welfare and permission for the construction thereof should be granted upon terms and conditions hereinafter set forth; it is therefore

ORDERED that the permission requested in the Petition of the state of Oregon, by and through its State Highway Commission, for the construction of the highway undercrossing structure herein proposed be and the same is hereby granted and No. C-424.6-B shall be assigned to said undercrossing in the Commissioner's Catalog of Crossings in the state of Oregon; and it is further

ORDERED that such undercrossing structure shall be made upon the following terms and conditions:

(1) Construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design shown on the Oregon State Highway Department Bridge Division Drawings entitled Plan and Elevation Drawing No. 8748-B and Mistletoe Railroad U-Xing Sec. Sheet No. 3 submitted with the application and by reference made a part thereof.

(2) Construction and maintenance of the proposed project will otherwise be done and the cost thereof borne in accordance with the findings of the Commissioner hereinabove made; and it is further

ORDERED that this order shall be effective on the day of the execution hereof.

Made and entered this 25th day of May, 1961.

Jonel C Hill
Public Utility Commissioner

(SEAL)

RECEIVED
MAY 29 1961
FORM E-30 50M 7-60 29395
FOR FILING

I-5-1(31)12

5929

[illegible]
File No. 556

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1961

SUBJECT: Pux 410 - Mistletoe U-Xing
S. P. Co. - Jackson County
R/W File 31205

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you for your files fully executed copy of construction agreement with Southern Pacific Company relative to the above-titled project. There has been no necessity for the instrument to be acknowledged or recorded. At a later date instruments involving exchange of lands will be executed in accordance with the agreement.

Distribution of conformed copies has been made as indicated below.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
attach.

NOTED
FLOYD QUERY

cc: G. S. Paxson (1)
Ivan Merchant (1)
Tom Edwards (2)
I. A. DeFrance (2)
Frank Morgan (2)
J. W. Nash (3)
Earl Saling

4-61

S-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO
912512/323

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

RECEIVED
MAY
FOR FILING
I-5-1 (31) 12
729

May 15
19 61

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Dept.
Salem, Oregon

Attention: Mr. G. S. Paxson, Asst. State
Highway Engineer

Dear Sir:

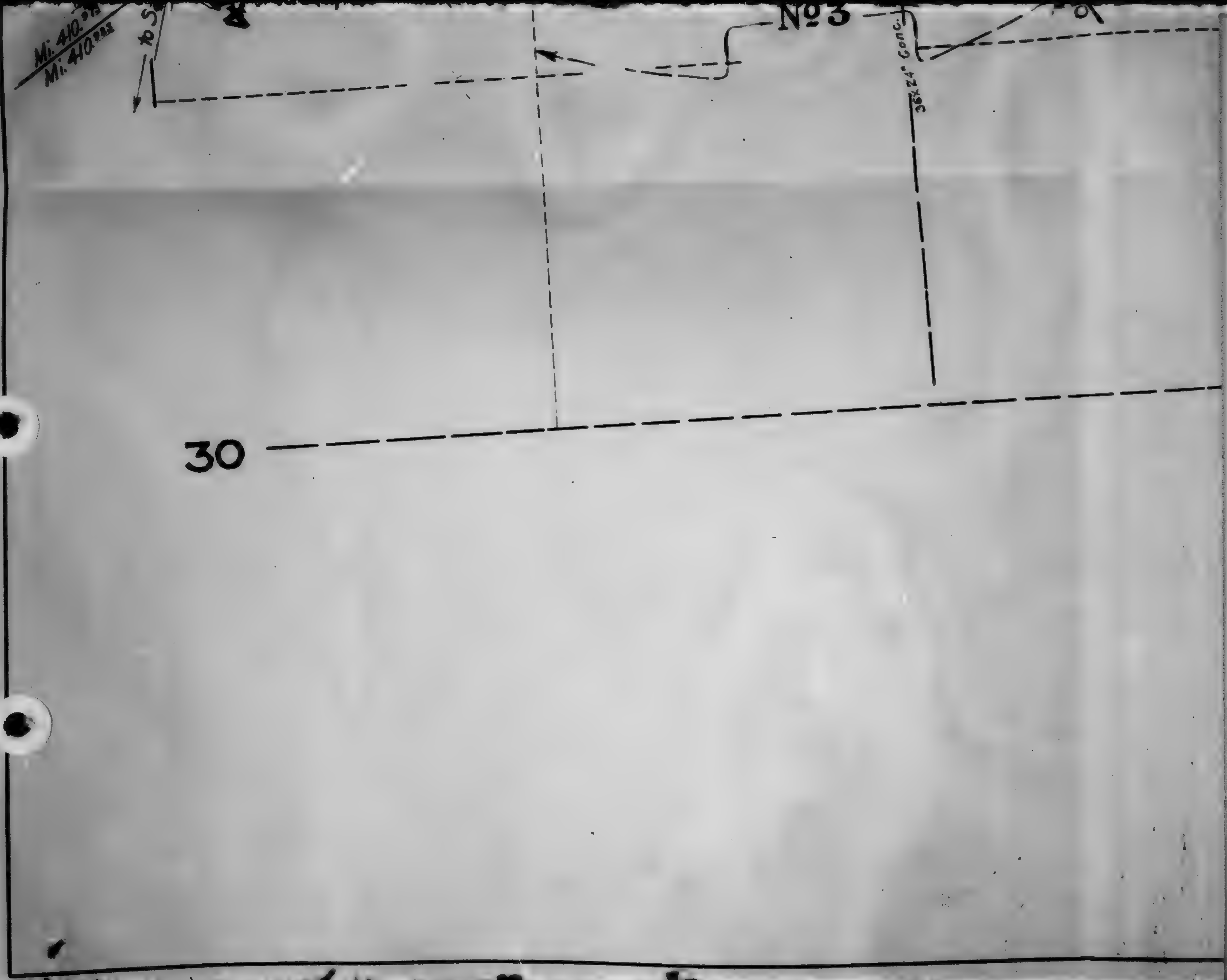
As requested in your letter of May 9, under separate cover, we are forwarding one print each of our Valuation map SPCo. Ore. V-15, sheets 3 to 6, inclusive, showing the alignment of our Railroad from the stations of Mistletoe to Siskiyou.

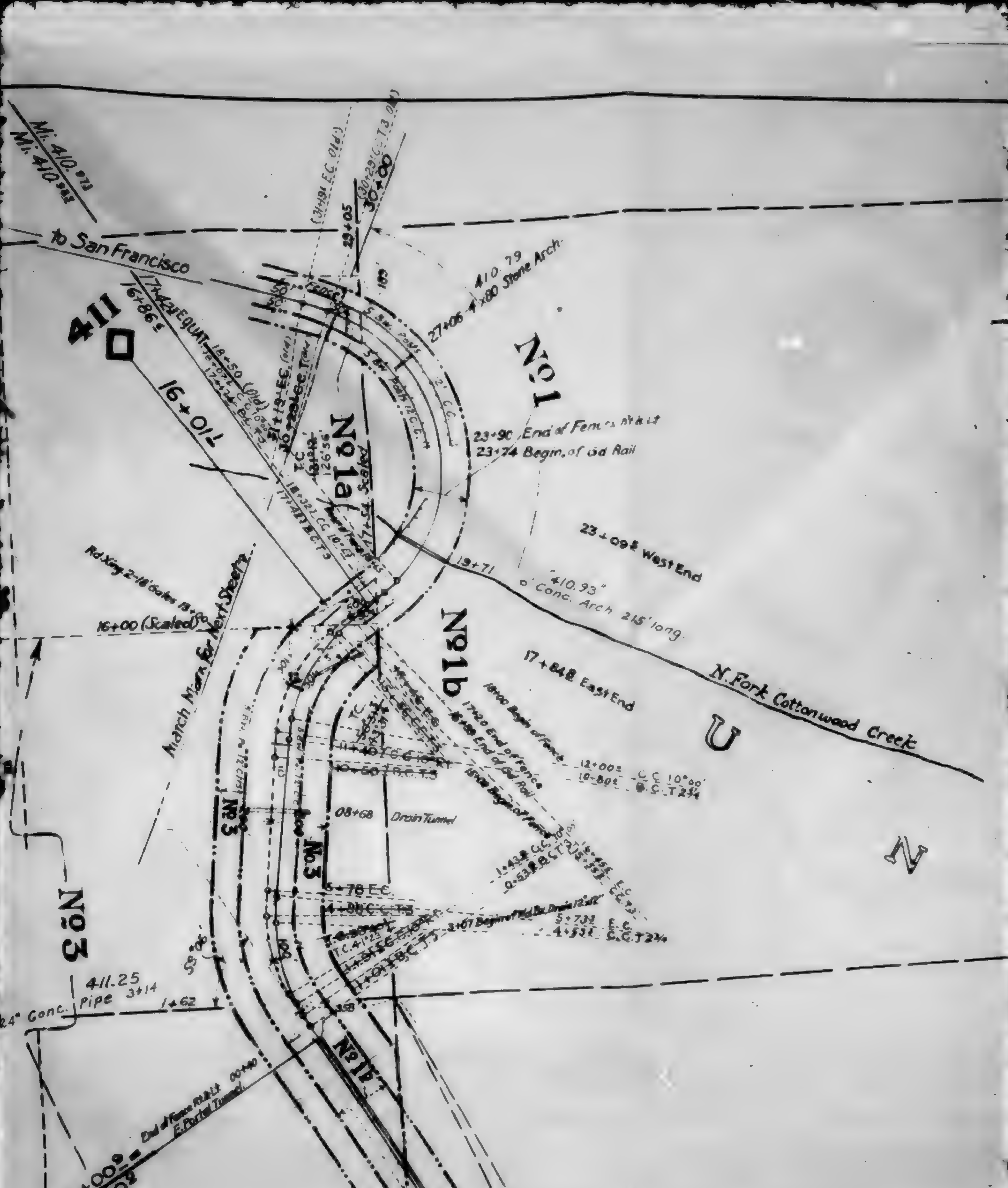
Very truly yours,

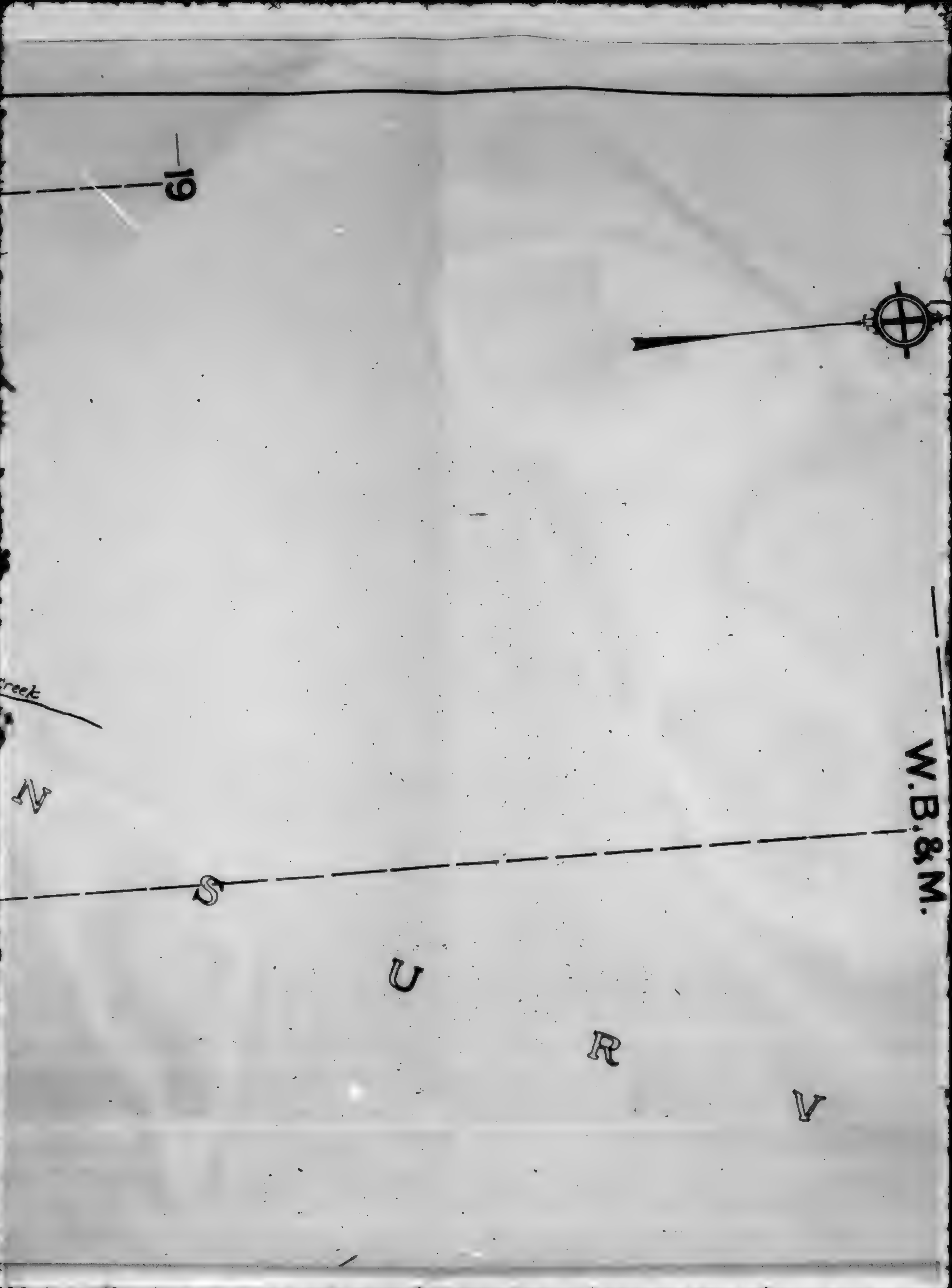
RECEIVED
MAY 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
MAY 17 1961
OREGON
STATE HIGHWAY COMMISSION


Mi. 410.9
Mi. 410.983
to S
No 3
36x24" Conc.
30


Mi. 410.973
Mi. 410.983
to San Francisco
(31+49± E.C. Old)
(30+29± C.T.3 Old)
30+00
29+05
410.79
27+06 4'x80 Stone Arch.
411
16+86±
17+42± EQUAT.
18+50 (Old)
16+01½
Fence
5 Bw. Posts
2' C.C.
No. 1
No. 1a
T.C.
126°56'
17+54 Scaled
18+32± C.C. 10°03'
17+42± B.C.T.3
23+90 End of Fence Rt & Lt
23+74 Begin. of Gd Rail
23+09± West End
19+71
"410.93"
0' Conc. Arch 215' long.
17+84± East End
Rd Xing 2-18' Gates 13+00
16+00 (Scaled)
Match Mark for Next Sheet
No. 1b
18+00 Begin of Fence
17+20 End of Fence
16+80 End of Gd Rail
15+00 Begin of Fence
12+00± C.C. 10°00'
10+80± B.C.T. 2¾
U
N. Fork Cottonwood Creek
11+40 T.C.
10+60 B.C.T.3
08+68 Drain Tunnel
No. 3
No. 3
1+43± C.C. 10°
0+53± B.C.T.3
6+45± E.C.
5+55± C.C.T.3
N
5+78 E.C.
4+88 C.C.T.3
3+07 Begin of Rd. Bx. Drain 12'x12'
5+73± E.C.
4+53± C.C.T.2¾
T.C. 41°23'
No. 3
411.25
Pipe 3+14
24" Conc.
1+62
55°06'
No. 1b
End of Fence Rt & Lt 00+40
E. Portal Tunnel
0+00
0+00
100: No

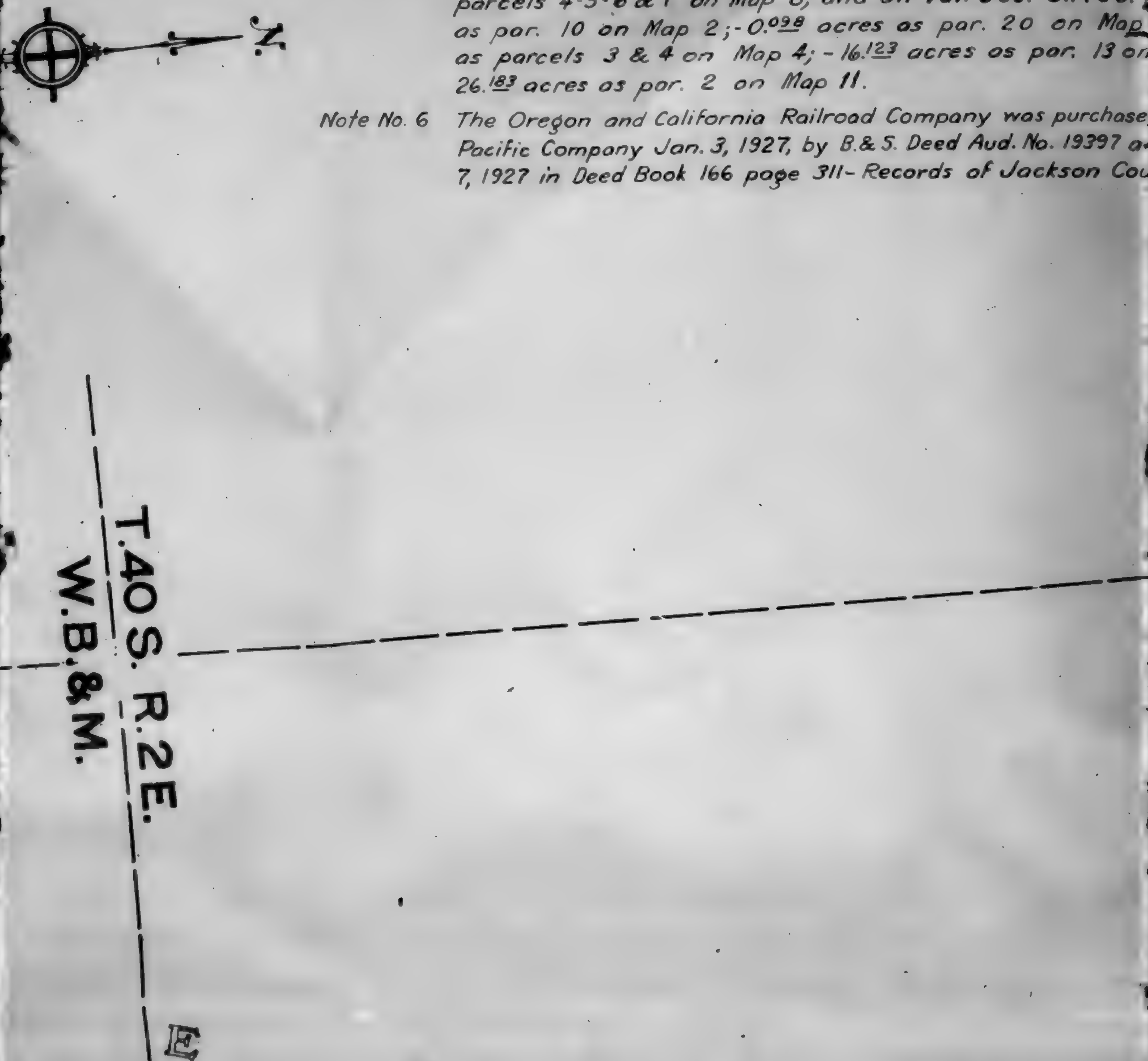

19
reek
N
S
U
R
V
W.B.&M.

NOTE No.3. $18.^{848}$ acs. acq'd 9^{090} acs. shown as Parcel 2 b on Map

NOTE No.4 44^{109} acs. acq'd. $17.^{307}$ acs shown as Parcel 1-a on Map
22^{727} acs shown as Parcel 2-a on Map 5

Note No. 5 Total acres acq'd. $128.^{\underline{040}}$ shown as follows, $9.^{\underline{758}}$ acres bein
and incl. in Par. 1-b. $18.^{\underline{131}}$ acres as par. 4 on Map 5.- 4
parcels 4-5-6 & 7 on Map 8, and on Val. Sec. S.P. Co.
as par. 10 on Map 2; - $0.^{\underline{098}}$ acres as par. 20 on Map
as parcels 3 & 4 on Map 4; - $16.^{\underline{123}}$ acres as par. 13 on
$26.^{\underline{183}}$ acres as par. 2 on Map 11.

Note No. 6 The Oregon and California Railroad Company was purchase
Pacific Company Jan. 3, 1927, by B.& S. Deed Aud. No. 19397 a
7, 1927 in Deed Book 166 page 311- Records of Jackson Cou



n Map 5

n Map 4

es being the same as
5.- 47.151 acres as
P. Co. Ore. 16 - 0.175 acres
n Map 3;- 1.001 acres
r. 13 on Map 5.

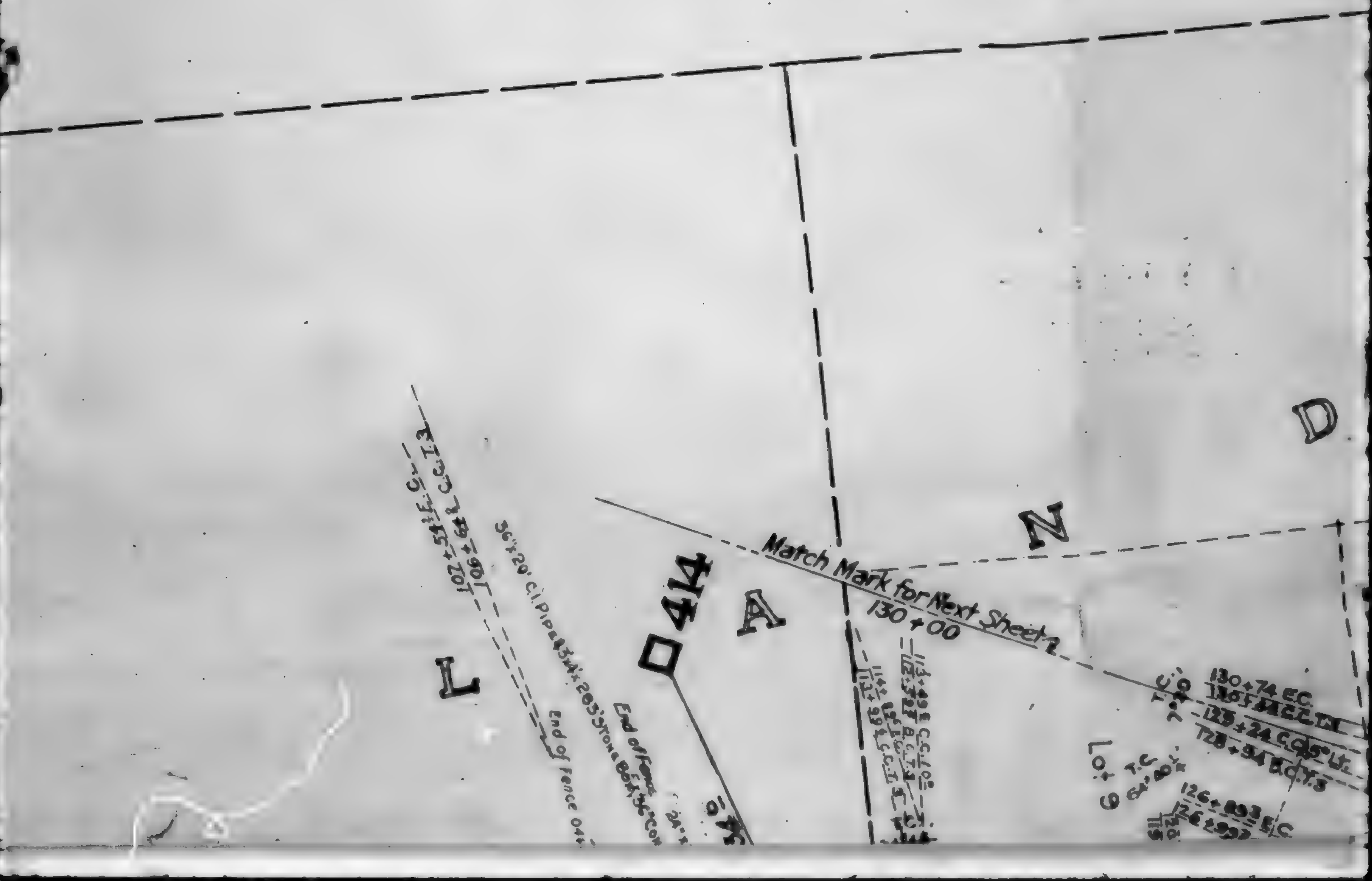
urchased by the Southern
19397 and recorded July
son County, Oregon.

SCHEDULE

No	Grantor	Grantee	Instru.	Date
1	U.S. Government	Oregon & Cal R R Co	Act of Cong	July 25,1866
1-a	B. Cole & wife	" " " "	B & S	June 15 188
	" " " "	" " " "	Release of Con.	Aug 1, 1890
1-b	B. Loring & wife	" " " "	B & S	Sept. 3 1890
1-C	J.H Shepherd et al	" "	Q.C.	Dec. 22 188
2	US Government	" "	Act of Cong	July 25, 1866
	O&C R R Co & S.P. Co.	Jackson County	Easement	Apr 20, 1915
3	Ore & Calif Land Co.	Oregon & Cal R R Co.	B & S	Aug 24, 190
	C H Andrews et al	" Land "	Warr. Deed	Jan 20, 1905
4	Emma Wing, a widow	Oregon & Cal. R. R. Co.	B. & S. Deed	March 24. 192
Und. 1	S. P. Co.	U. S. Govt. (Forest Service)	Lic. Agmt.	Sept. 18 193

NOTE No. 1:- 87.422 acs. acq'd, 0.572 acs. being the same as and
9.758 " " " " " "
4.075 " " " " " "

NOTE No. 2 60.933 acs acq'd, 24.647 acs shown as Parcel 4 on Ma
as Parcel 4 and 26.343 acs. shown as Parcel 5 on



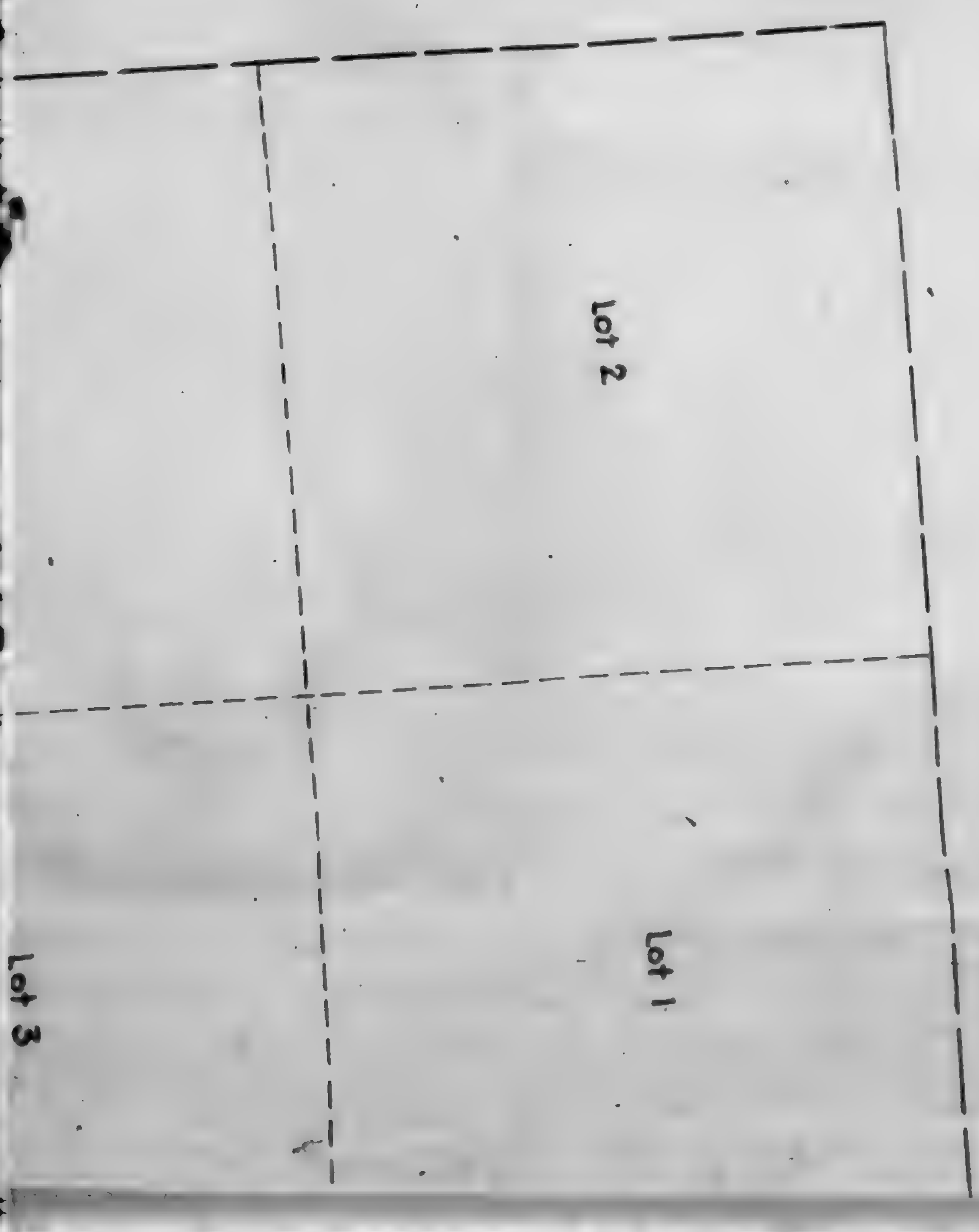
EDULE OF PROPERTY

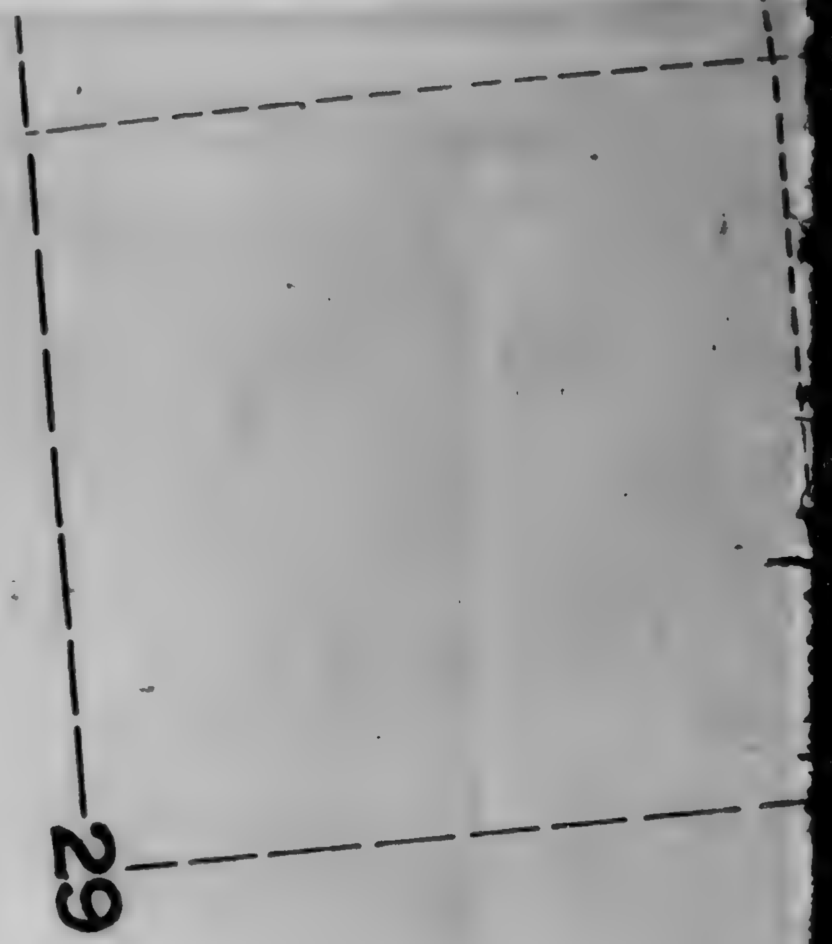
	Date	Record	Cust'd No	Area		Remarks
				Sq. Ft.	Acres	
g	July 25,1866				73.017	See Note No. 1.
	June 15 1887	DB 13 P 681, June 21 1887	10231	-	0.572	" " " 2.
Con.	Aug 1, 1890	" 21, P222, Aug 11, 1890	10232			Changes Conditions of 10231 & Cattle Guard Xi
	Sept. 3 1890	" 21 P265 Sept. 5, 1890	10065		3.758	See note No. 3.
	Dec. 22 1887	" 14 P581, Dec 24 1887	10216	-	4.075	" " " 4.
	July 25, 1866				2.504	
	Apr 20, 1915		14425			14985 sqft used as Road Xing for Pacific Highwa
	Aug 24, 1908	Bk 67 P229 Sept. 17 1908	9698	-	9.420	See note No 5.
d	Jan 20, 1905	" 31 " 348 —	10492			Same tract as next above, except that larger
eed	March 24. 1922	D.B. 139 - P 91 Apr. 5. 1922	32560	21650		A.F.E. No. 51251 - April 8, 1923.
	Sept. 18 1934		39797			Grants use of 0.55 acs. for highway purposes, sh

me as and incl. in Parcel 1-a.
" " " " " " 1-b.
" " " " " " 1-c.

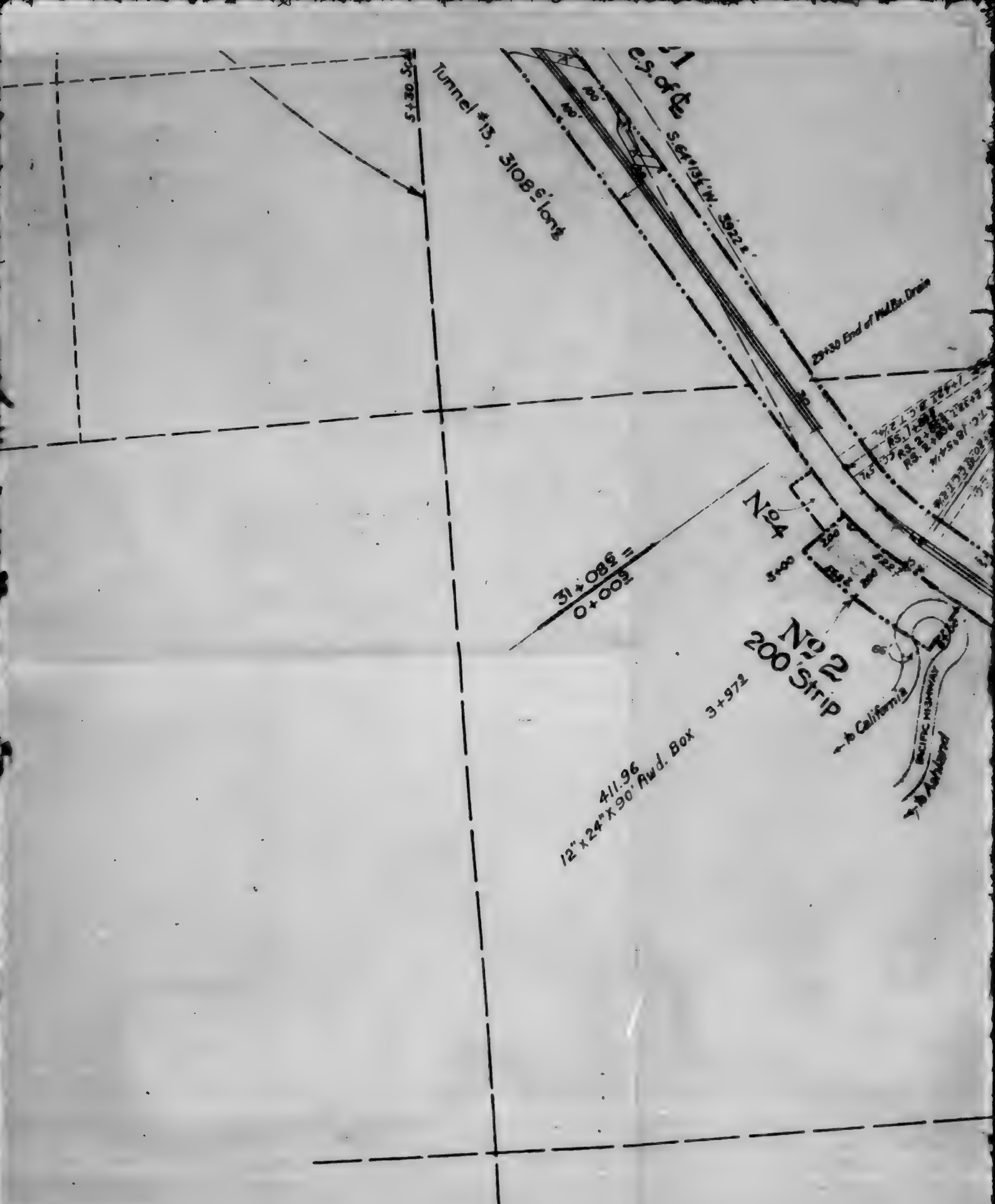
rcel 4 on Map 1 9.371 acs. shown
Parcel 5 on Map 2

emarks
ote No. 1.
" " 2.
es Conditions of 10231. & Cattle Guard Xing to 3 C G Xings
te No. 3.
" 4.
aft used as Road Xing for Pacific Highway at ES 8+00 Reverts if Abandoned.
ote No 5.
tract as next above, except that larger area was acq'd. than which was in turn conveyed to O & C.R.R.Co.
. No. 51251 - April 8, 1923.
use of 0.55 acs for highway purposes, shown by letter "A".

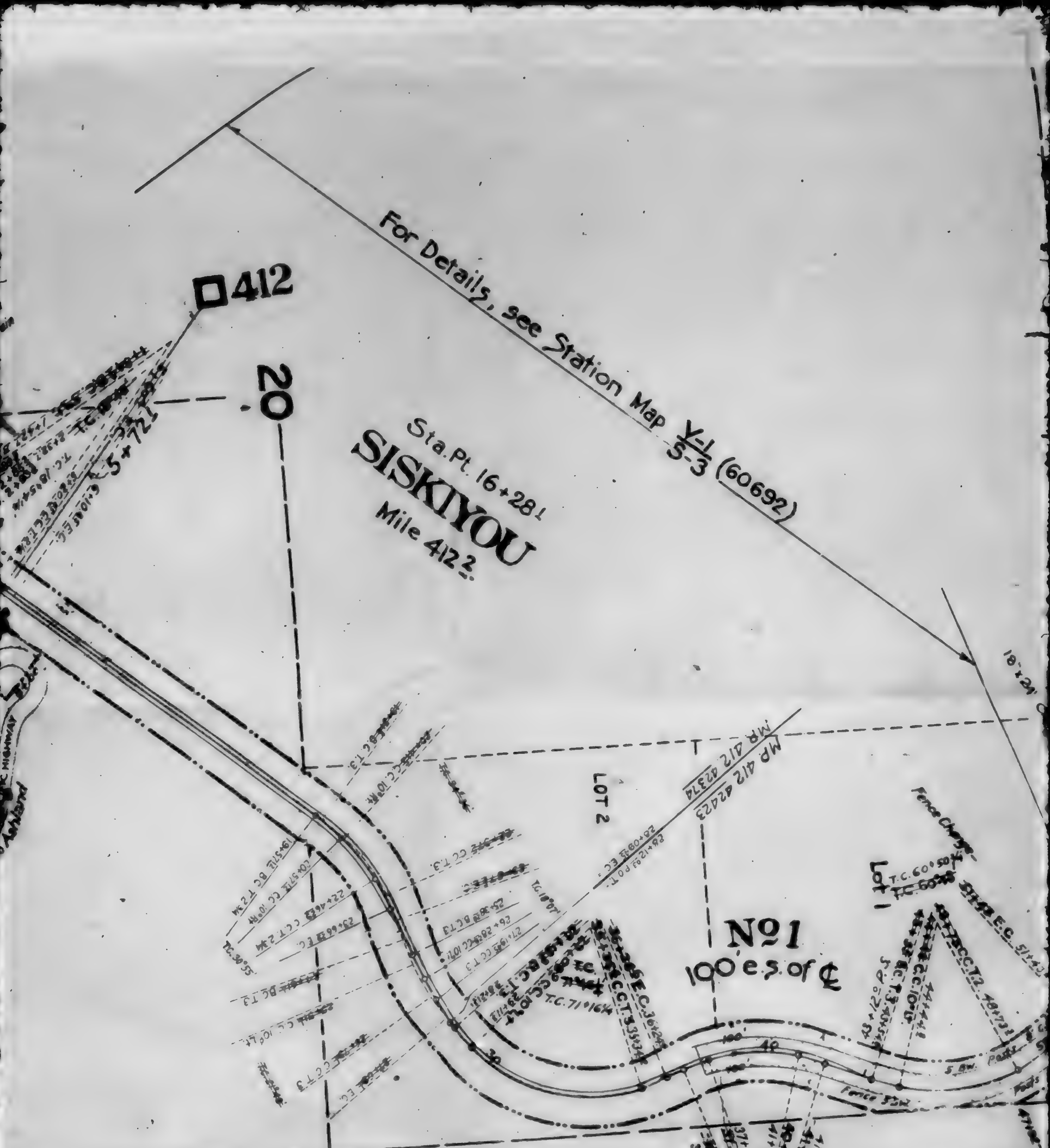


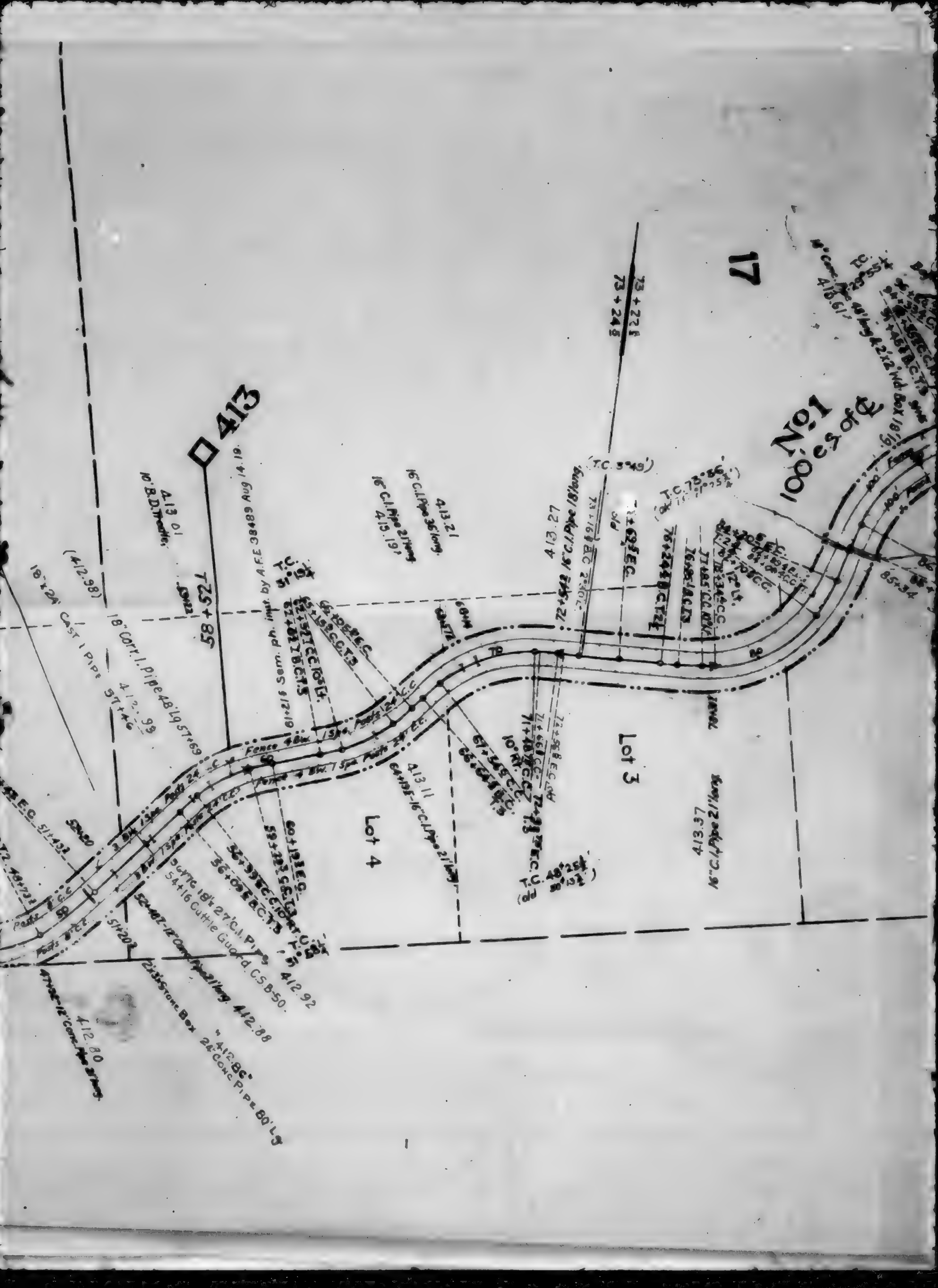


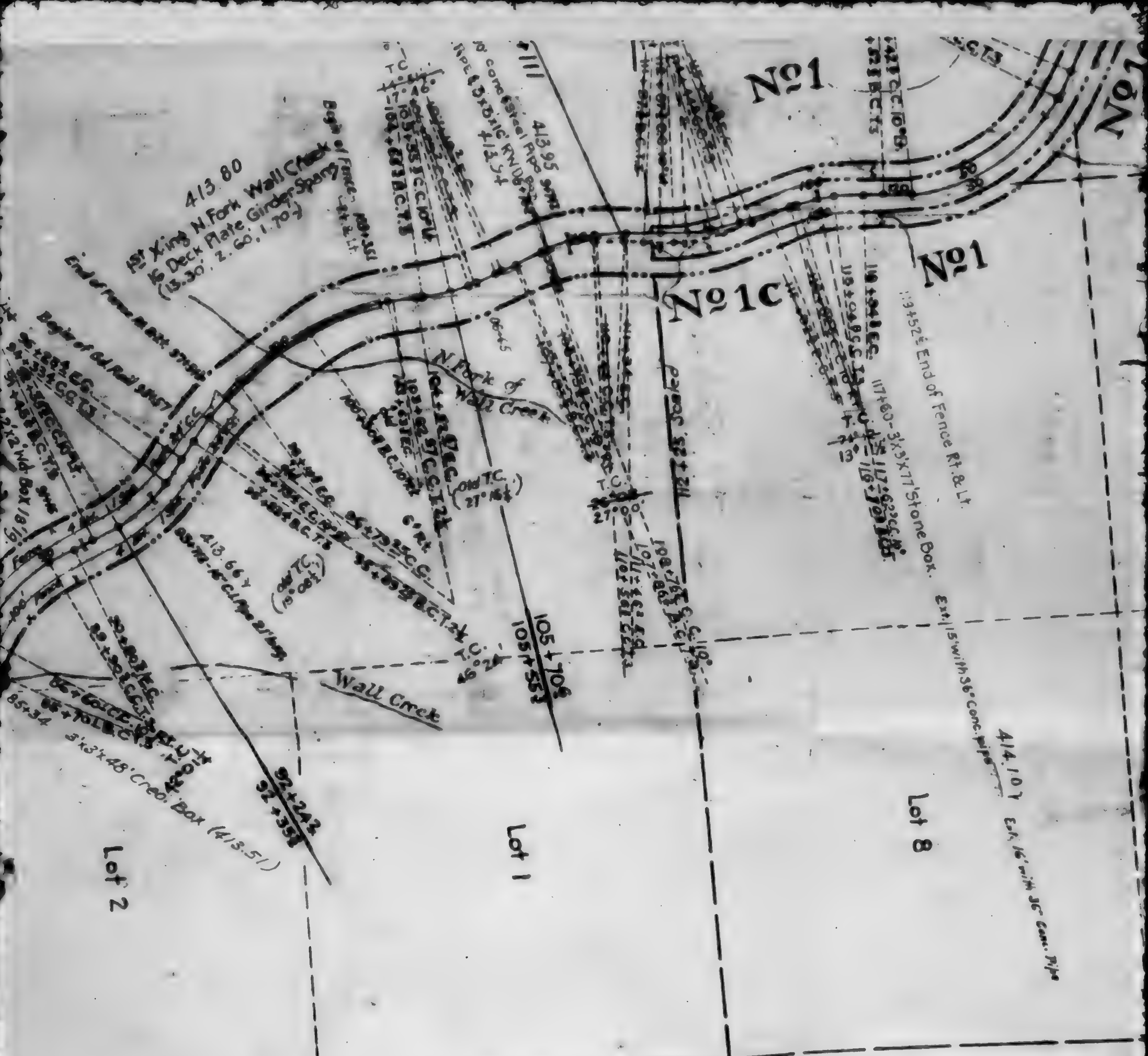
60691
3



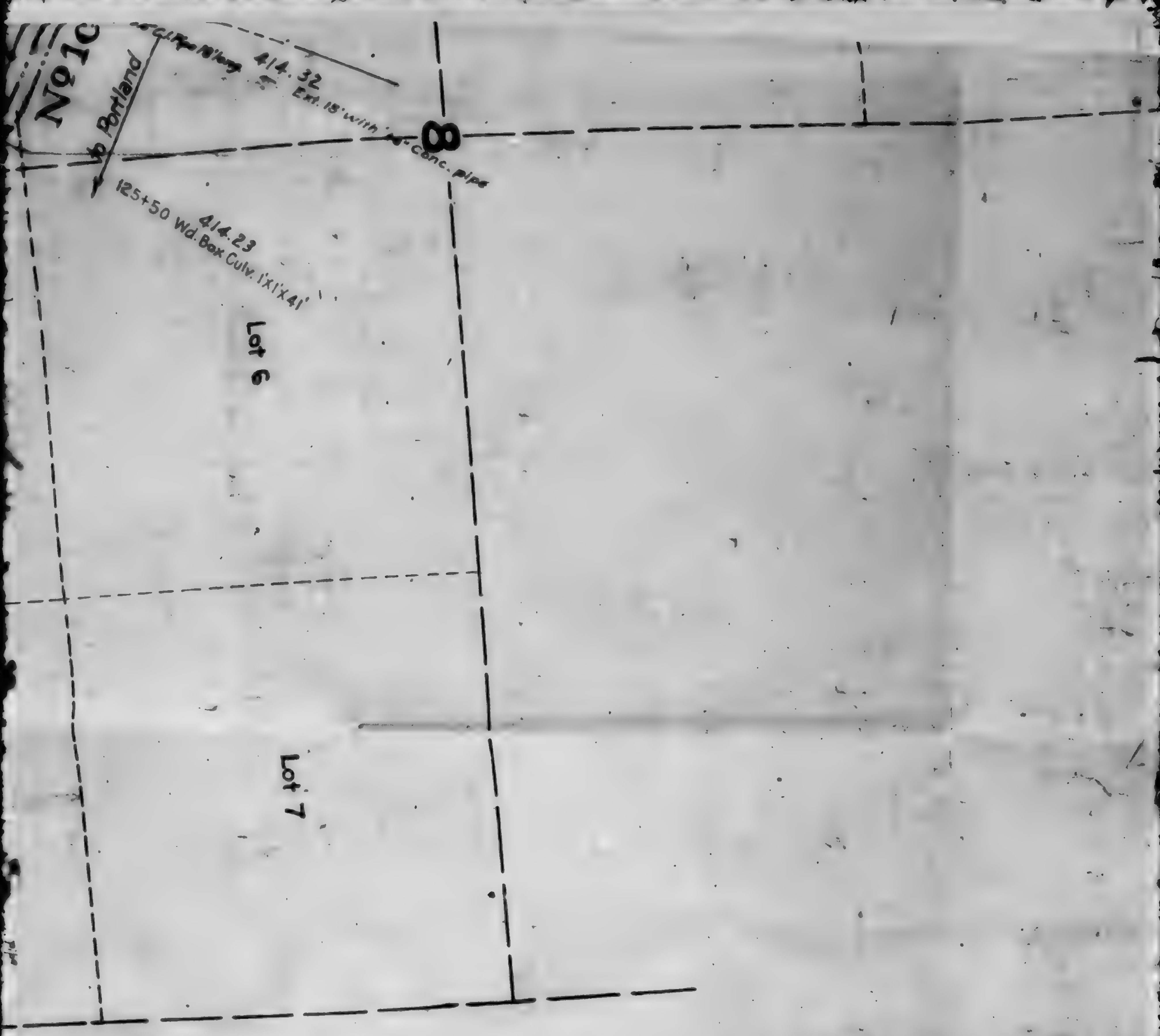
5+30 Sc.
Tunnel #13, 3108.6' long
C.S. of ℄
S.64°13½'W. 3922.2'
100'
100'
29+30 End of Wd.Bx. Drain
RS. 1+
RS. 2+
RS. 2+
No. 4
200
5+00
31+08.8 =
0+00.0
No. 2
200' Strip
← to California
PACIFIC HIGHWAY
→ to Ashland
411.96
12"x24"X90' Awd. Box 3+97.2


For Details, see Station Map V-1/S-3 (60692)
□412
20
Sta. Pt. 16+28
SISKIYOU
Mile 412.2
LOT 2
MP 412 42374
MP 412 42423
28+09.43 E.C.
28+12.03 P.O.T.
T.C. 18+07
Fence Change
T.C. 60+50
Lot 1
No 1
100' e.s. of ℄
T.C. 71+16
T.C. 30+55
Fence 5 Str.
5 Bw.
Posts
43+12.0 P.S.
C.C. 10°
C.C. T.2
48+73
E.C. 51+43
36+95.9
37+85.4
41+00.1
41+90.6
B.C. T.3
C.C. 10° Rt.
E.C.
T.C. 40+25
Ashland
Highway

□ 413
58+52½
17
No 1
100' c.s. of ℄
73+72½
73+24½
Lot 4
Lot 3
413.01
10' B.D. Trestle
413.21
16" C.I. Pipe 36' long
16" C.I. Pipe 21' long
413.19
413.27
16" C.I. Pipe 18' long
(T.C. 3°49')
T.C. 73°56'
T.C. 31°19½'
T.C. 48°25½'
(old 38°13½')
(412.98)
18" Corr. I. Pipe 48' L. 57+69
18"x24' Cast I. Pipe 57+46
412.99
413.11
16" C.I. Pipe 21' long
413.37
16" C.I. Pipe 21' long
61+21.8 Sem. ph. inst. by A.F.E. 38489 Aug 14 19
Fence 4 Bw. 1 Spe. Posts 24' C.C.
10' Rt.
12' Lt.
85+34
416.61
T.C. 25°55½'
54+16 Cattle Guard C.S.B-50.
56+76 18" & 27" C.I. Pipe
412.92
52+87 12" Conc. Pipe 21' long 412.88
2'x3' Stone Box 24" Conc. Pipe 80' L's
412.86
412.80
51+43½
51+20½
T.C. 31°58½'
Posts 24' C.C.


№1
№1
№1c
№1
413.80
1st X-ing N. Fork Wall Creek
15 Deck Plate Girder Spans
(13.30, 2.60, 1.70)
413.95
N. Fork of Wall Creek
Wall Creek
Old T.C. 27° 16'
Old T.C. 19° 00'
T.C. 27° 00'
413.66
105+70
105+35
92+24
92+35
85+34
3'x3'x48' Creo. Box (413.51)
117+60 - 3'x3'x77' Stone Box
119+52 End of Fence Rt. & Lt.
Ext. 15' with 36" Conc. pipe
414.10
Ext. 16' with 36" Conc. Pipe
Lot 2
Lot 1
Lot 8

Sheet № 3 of 8 of the Main Line of th
Division, Oregon, from Survey Station



RIGHT OF WAY AN

MAIN LINE

SOUTHERN PAC

OPERATED

SOUTHERN PACI

SHASTA DIVISION, JACKSO

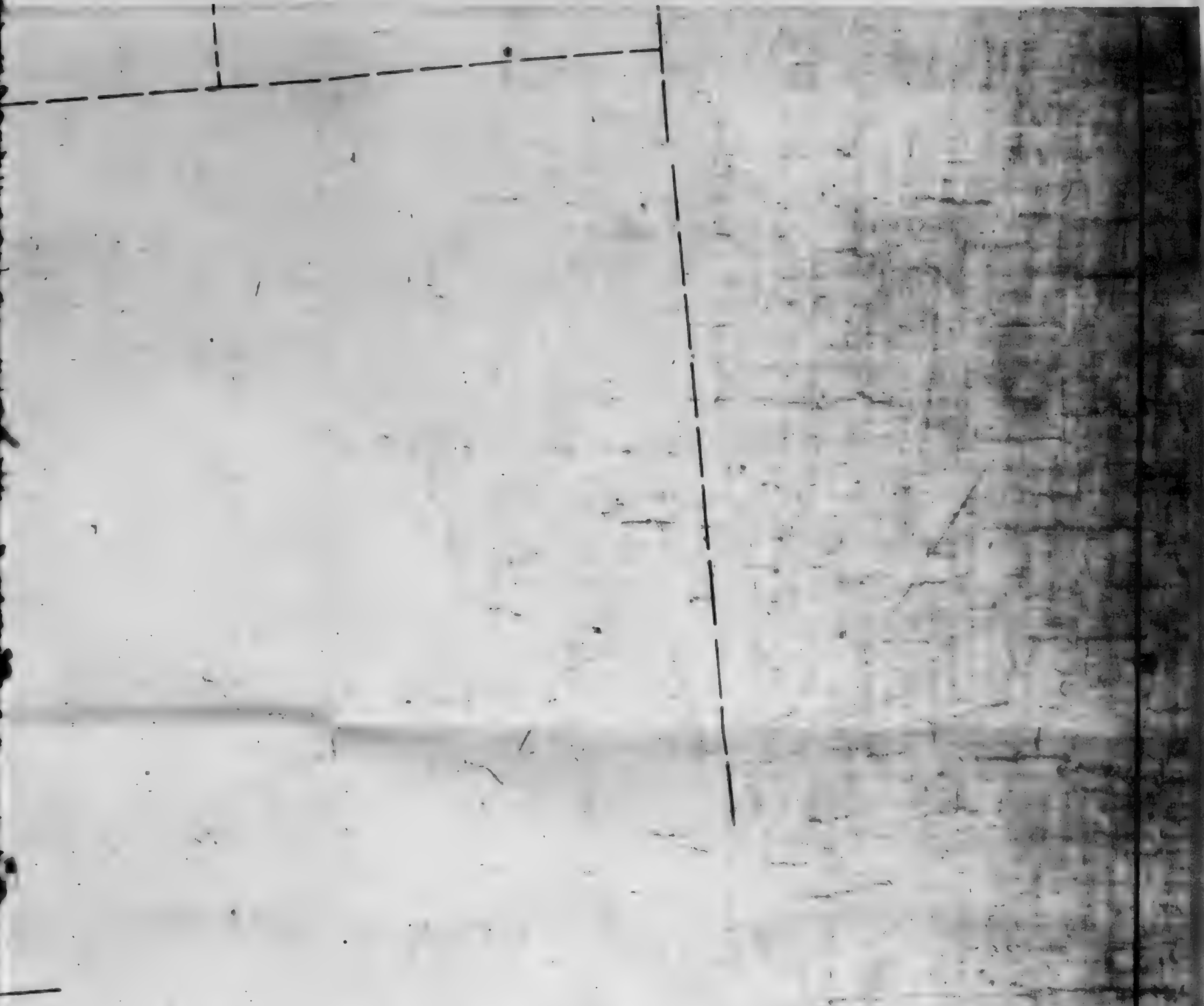
FROM STATION 30+00

Scale 1 Inch =

VALUATION D
SAN FRANCISCO

Line of the Southern Pacific Company's Railroad, Shasta
Station 30+00 to Survey Station 130+00.

Valuation officer



RIGHT OF WAY AND TRACK MAP

MAIN LINE

SOUTHERN PACIFIC COMPANY

OPERATED BY

SOUTHERN PACIFIC COMPANY

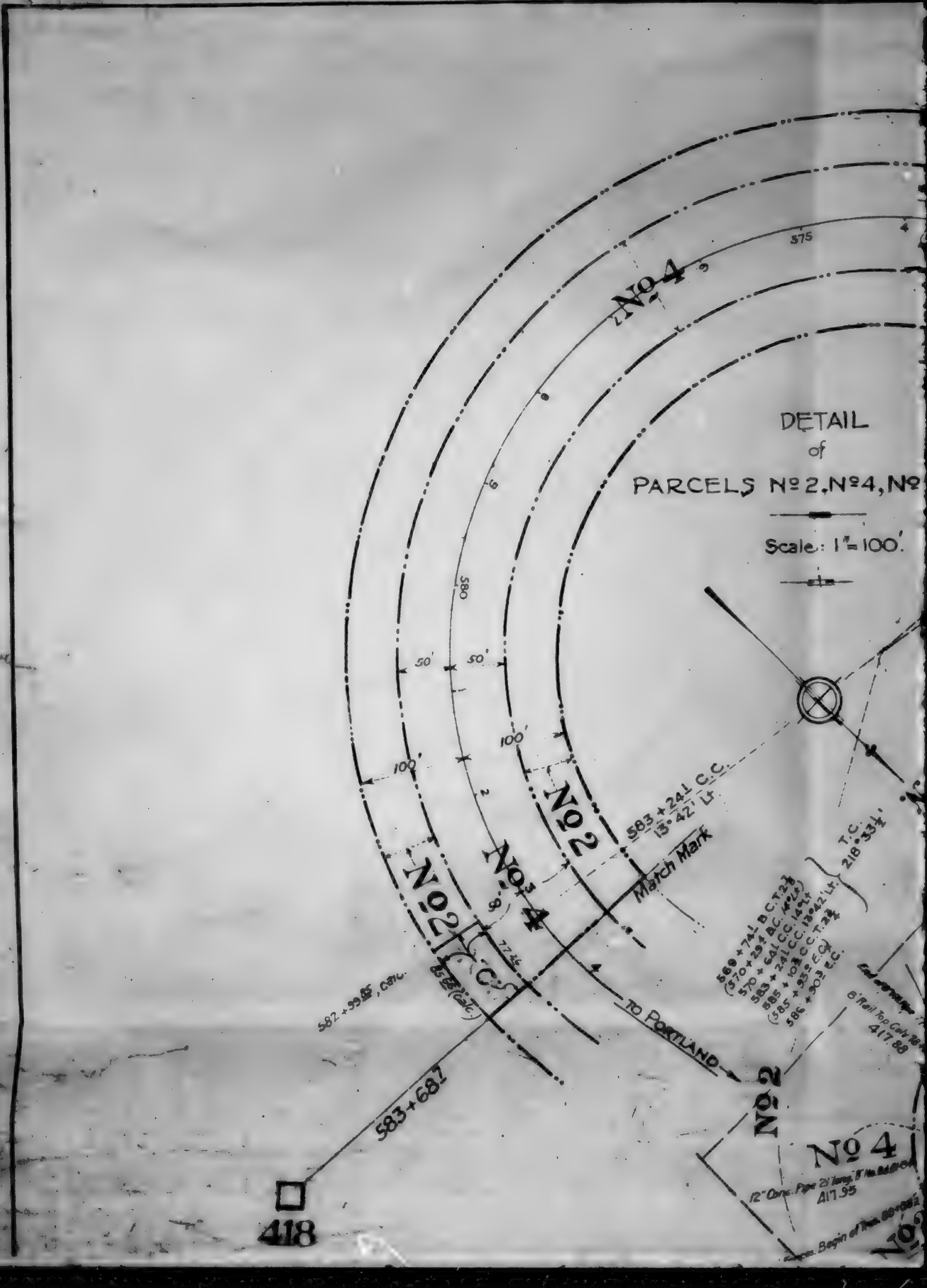
SHASTA DIVISION, JACKSON COUNTY, OREGON

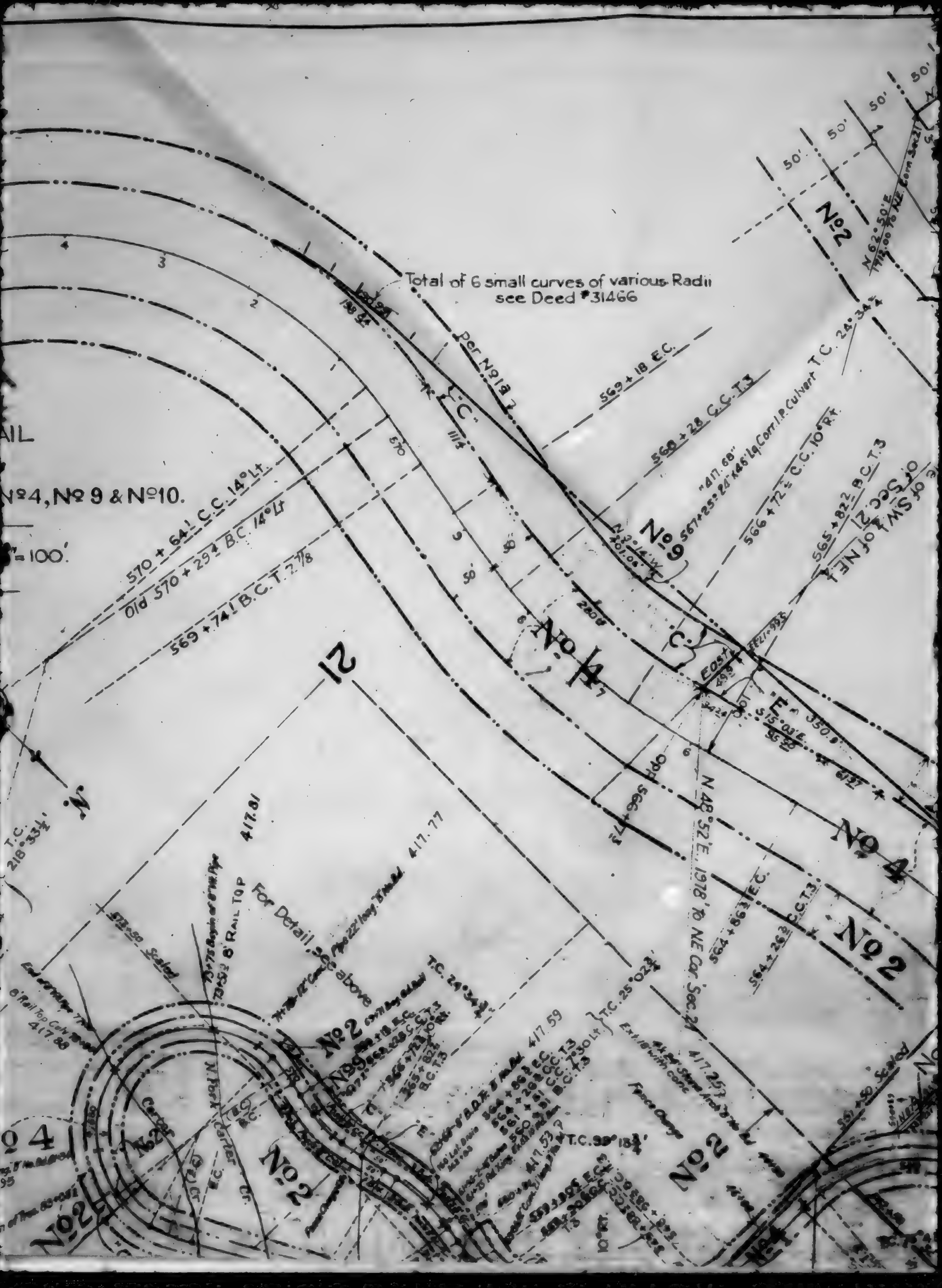
FROM STATION 30+00 TO STATION 130+00

Scale 1 Inch = 400 feet

VALUATION DEPARTMENT
SAN FRANCISCO, CALIFORNIA

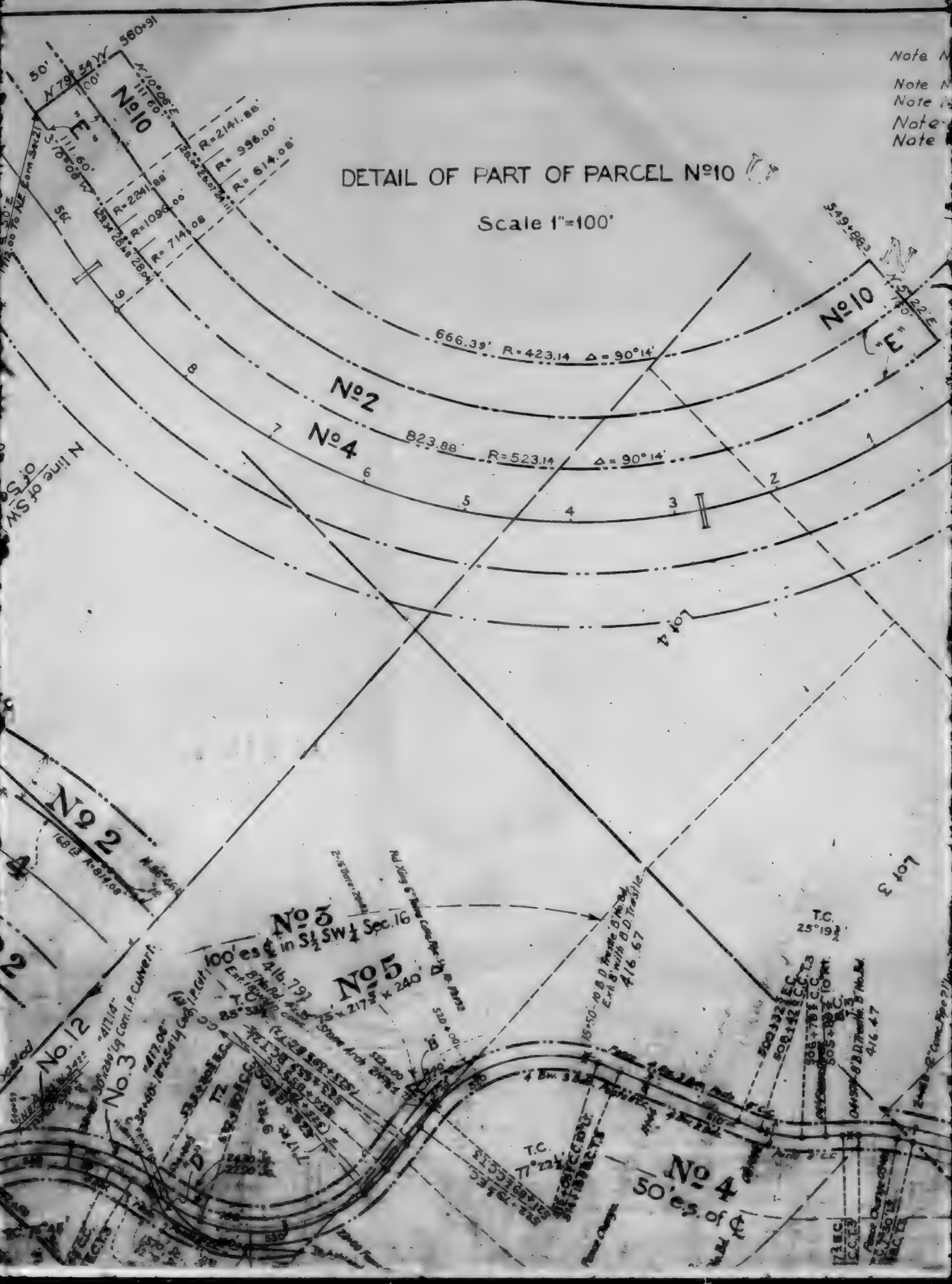
V-15
5


DETAIL
of
PARCELS Nº 2, Nº 4, Nº
Scale: 1" = 100'
Nº 4
575
580
50'
50'
100'
100'
Nº 2
Nº 2
Nº 4
583 + 24½ C.C.
13°42' Lt.
Match Mark
T.C.
218°33½'
580 + 74½ B.C.T. 2¾
(570 + 29½ B.C. 14°Lt.)
570 + 64½ C.C. 14° Lt.
583 + 24½ C.C. 13°42' Lt.
585 + 10½ C.C.T. 2¾
(585 + 93½ E.C.)
586 + 90½ E.C.
TO PORTLAND
582 + 99.85, calc.
77.46
"C"
583 + 68½
418
Nº 2
Nº 4
8' Rail Top Culv.
417.88
12" Conc. Pipe 21' long
417.95
Begin of Trans.


Total of 6 small curves of various Radii
see Deed #31466
Per No 918
569 + 18 E.C.
568 + 28 C.C.T.3
567+25: 24°46' Lg Corr. I.P. Culvert T.C. 24°34'
566 + 72 C.C. 10° Rt.
565 + 82 B.C.T.3
of SW 1/4 of NE 1/4 of Sec. 21
No 9
No 4
No 2
21
AIL
No 4, No 9 & No 10.
=100'
570 + 64 C.C. 14° Lt.
Old 570 + 29 B.C. 14° Lt
569 + 74 B.C.T. 2 7/8
N 62°50' E
50'
E 350.8'
S 15°03' E.
East
Opp 566+73
N 48°52' E. 1918' to NE Cor. Sec. 21
564 + 86 E.C.
564 + 26 C.C.T.3
T.C. 218°33'
For Detail See above
417.81
417.77
8' Rail Top
T.C. 24°34'
T.C. 25°02'
417.59
417.25
Fence Change
T.C. 39°18'
417.53
417.88
Center

DETAIL OF PART OF PARCEL №10

Scale 1"=100'



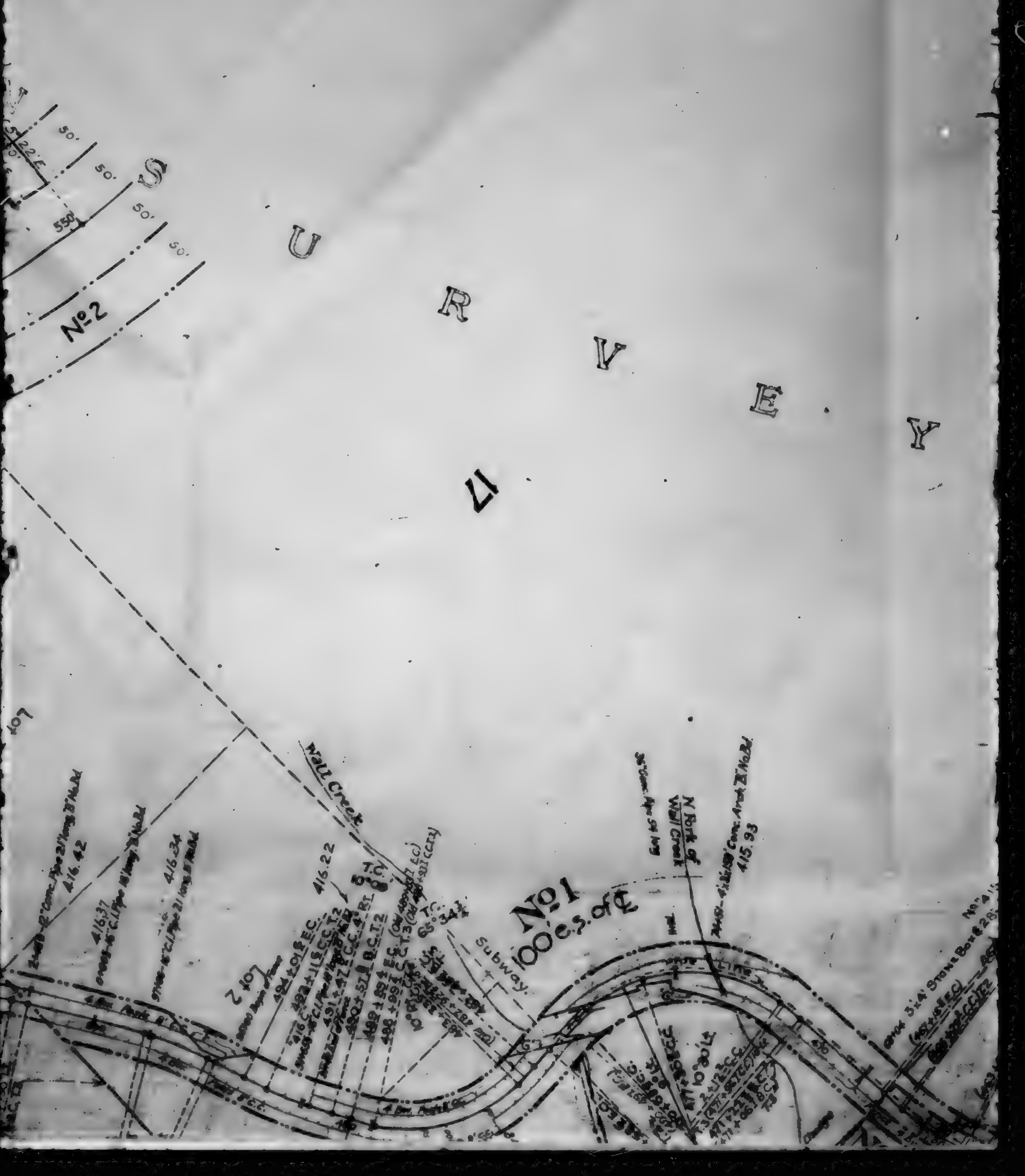
Note No.1: 49.861 acs. acqd. 17.301 acs being same as and included in Par. 1a.

Note No.2: 44.109 acs acqd: 4.075 acs shown as Par 1c Map 3. 22.727 acs shown as Par. 2a, Map 5.

Note No.3: 39.446 acs acqd. 20.803 acs. shown as parc. 3 on Map 5.

Note No.4: 15.267 acs. acqd. 7.399 acs. incl. in Parc. 4, being a 50 ft. strip on each side of ℄ from sta

Note No.5: 8.190 acs. acqd. 4.148 acs. incl. in Parc. 4, being a 50 ft. strip on each side of ℄ from st



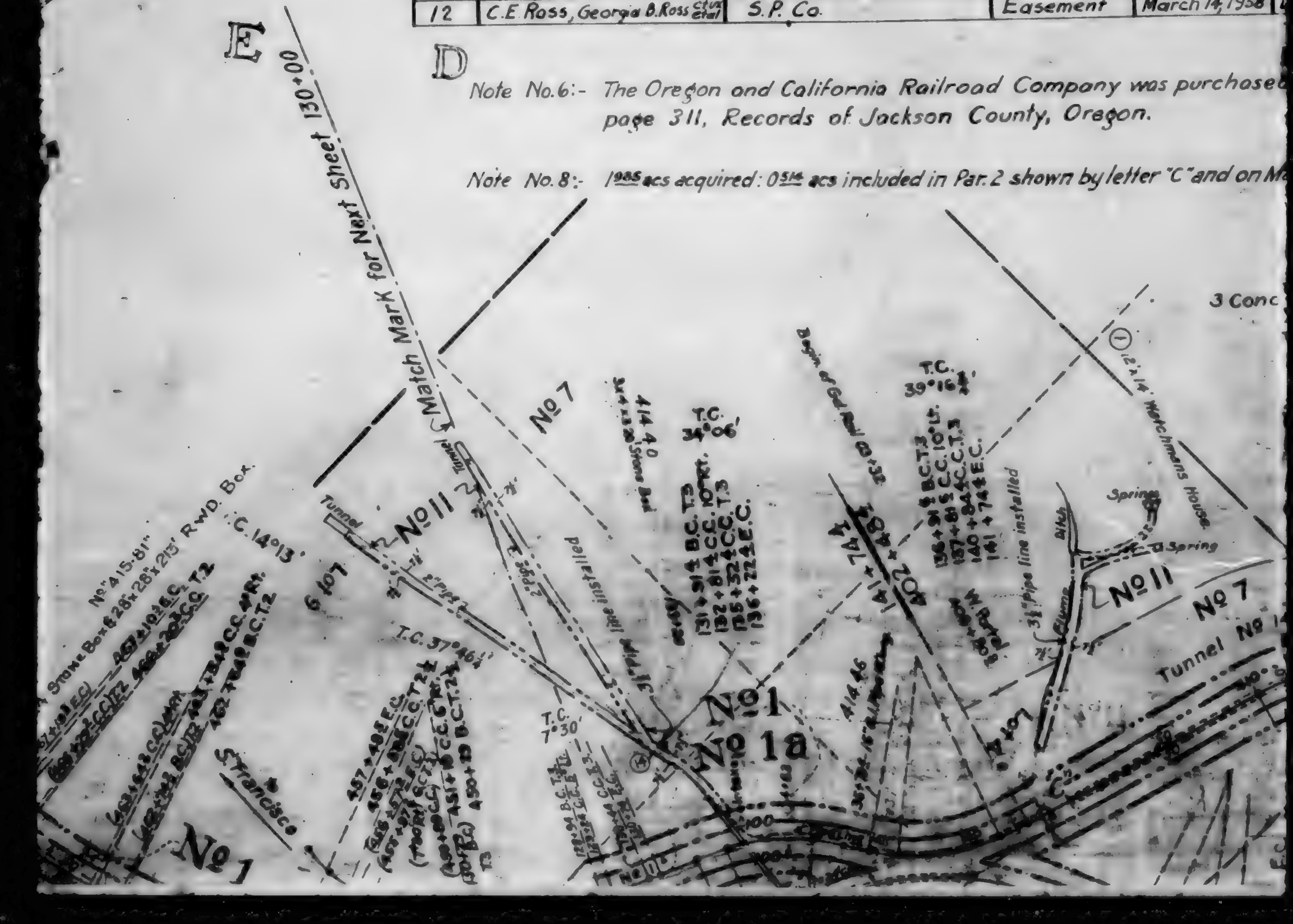
m station 551+50 to 583+68.7
um station 527+50 to 542+50.

SCHEDULE OF

No	Grantor	Grantee	Instru.	Date
1	U.S. Government	O.&C. R.R. Co.	Act of Cong.	July 25.1866
			Q.C.	Dec. 22.1887
1-a	J.H. Shepherd. et al.	" " "		
2	U.S. Government	" " "	Act of Cong.	July 25.1866
			" " "	" " "
3	" "	" " "	B & S	May 9.1887
4	H.C. Dollarhide, et al.	" "	Warr. Deed	June 9. 1886
	F. H. Reed et. ux	" " "		
	O&C.R.R.Co.& S.P.Co.	County of Jackson	Easement	July 17. 1915
5	H.C. Dollarhide & wife	O&C. R.R. Co.	B.&S	May 30.1889
	" " "	Pac. Imp. Co & O&C.R.R.Co	Release	Mar. 26 1888
6				
7	N. Russell	O. & C. R.R. Co.	Warr. Deed.	Dec. 7.1895
8				
9	Keith Oil and Land Co.	" " " " " "	B.&S.	June 12. 1917
10	L.D. Dollarhide & wife	" " " " " "	B.&S.	July 25.1917
11	Nellie Russell	" " " " " "	Warr. Deed	Oct. 22.1919.
	State Water Board of Oregon	" " " " " "	Order	Nov. 19, 1919
	Circuit Court of Ore. for Co. of Jackson	" " " " " "	Decree	Jan. 24, 1920
	State Water Board of Oregon	" " " " " "	Water Right Certificate	April 25, 1922
Und. Par. 3 & 4	O.&C. R.R. Co. & S.P. Co.	State of Oregon	Agreement	April 25, 1925
Und. 1	S. P. Co.	" " "	Lic. Agmt.	Nov. 8, 1935
Und. 1	S.P. Co	State of Oregon	" "	Sept. 15, 1936
12	C.E Ross, Georgia B. Ross et ux et al	S.P. Co.	Easement	March 14, 1956

Note No.6:- The Oregon and California Railroad Company was purchase
page 311, Records of Jackson County, Oregon.

Note No.8:- 1.985 acs acquired: 0.514 acs included in Par. 2 shown by letter "C" and on M

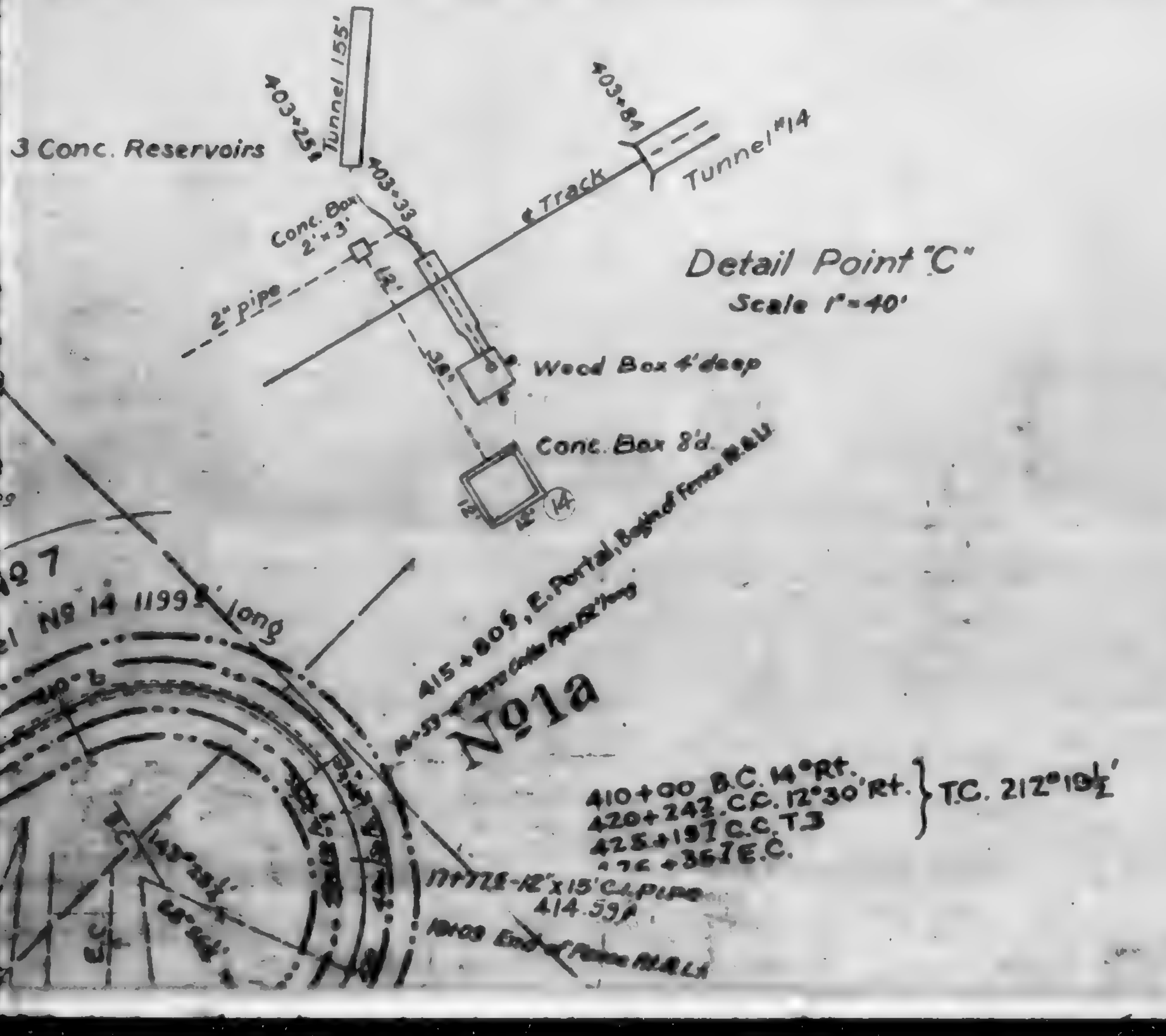


OF PROPERTY

te	Record	Cust'd No	Area		Remarks
			Sq. Ft.	Acres	
1866				$32.^{334}$	See note No 1.
1887	DB14 P581, Dec.24,1887	10216		$17.^{307}$	See note No 2.
1866				$7^{\underline{878}}$	See note No. 4.
"				$4.^{042}$	See note No. 5.
1887	DB13P604 May 14,1887	10219		$18.^{638}$	See note No. 3.
1886	" " " 99 June 14 1886	31672			$40^{\underline{000}}$ acres acq shown as follows: $2^{\underline{066}}$ acres included in
					shown as Parcel 6 on Map5
1915		Doc7946			10193 sq.ft. used as road xing for Pacific Highway at
1889	D.B.19 P122 June 7,1889	10221	750		$0^{\underline{152}}$ acres acq. of which 0.135 acres is included in Pa
1888	~15P333, Mar.30 1888	10220			Release of all action, suit and claims of whatever na
			27000		No record at hand.
1895	~30P45. Dec.10 1895	10234			An Interest in water in Cougar Gulch.
			23250		Pipe line. No record at hand.
2.1917	D.B.115-P.554 June 22.1917	31466	2178		See Note No. 8
25.1917	D.B.115-P405 July 25.1917	31463		$1^{\underline{028}}$	$2^{\underline{301}}$ acs acquired; $1^{\underline{273}}$ acs. included in Par. 2 shown by letter "E". A
2.1919.	D.B.122-P542. Oct. 23,1919	31948		$1^{\underline{200}}$	This deed also covers water rights in Cougar Gulch the sa
1919		With 31948			Authorizes transfer of Nellie Russel's water rights in Cougar Gulc
1920		With 31948			Affirms said " " " " " " " " "
5,1922	W.R. Vol. 2, P.161. May 8,1922	Doc. 13512			Right to use 0.15 c. ft. per sec. from Cougar Gulch for Steinman
1925		35508			Grants use of $1^{\underline{070}}$ Ac. for Hgy. purposes at E.S. $534+80^{\underline{5}}$. Of this 1019
1935		20378			Grants use of 1.380 acs. for conc. and steel subway (letter
5, 1936		20498			" " " 0.40 acs for highway slope (letter "F") opp
14,1958	D.B.453 P.273 March 14,1958	25390	6540		For railroad purposes. (Drainage ditch).

rchased by the Southern Pacific Company Jan. 3, 1927, by B.&S. Deed Aud. No. 19397, and recorded July 7, 1

d on Map 5: $0^{\underline{265}}$ acs. shown as Par. 8, $1^{\underline{56}}$ included in Par. 1. A.F.E. 32268 Oct. 31, 1922.



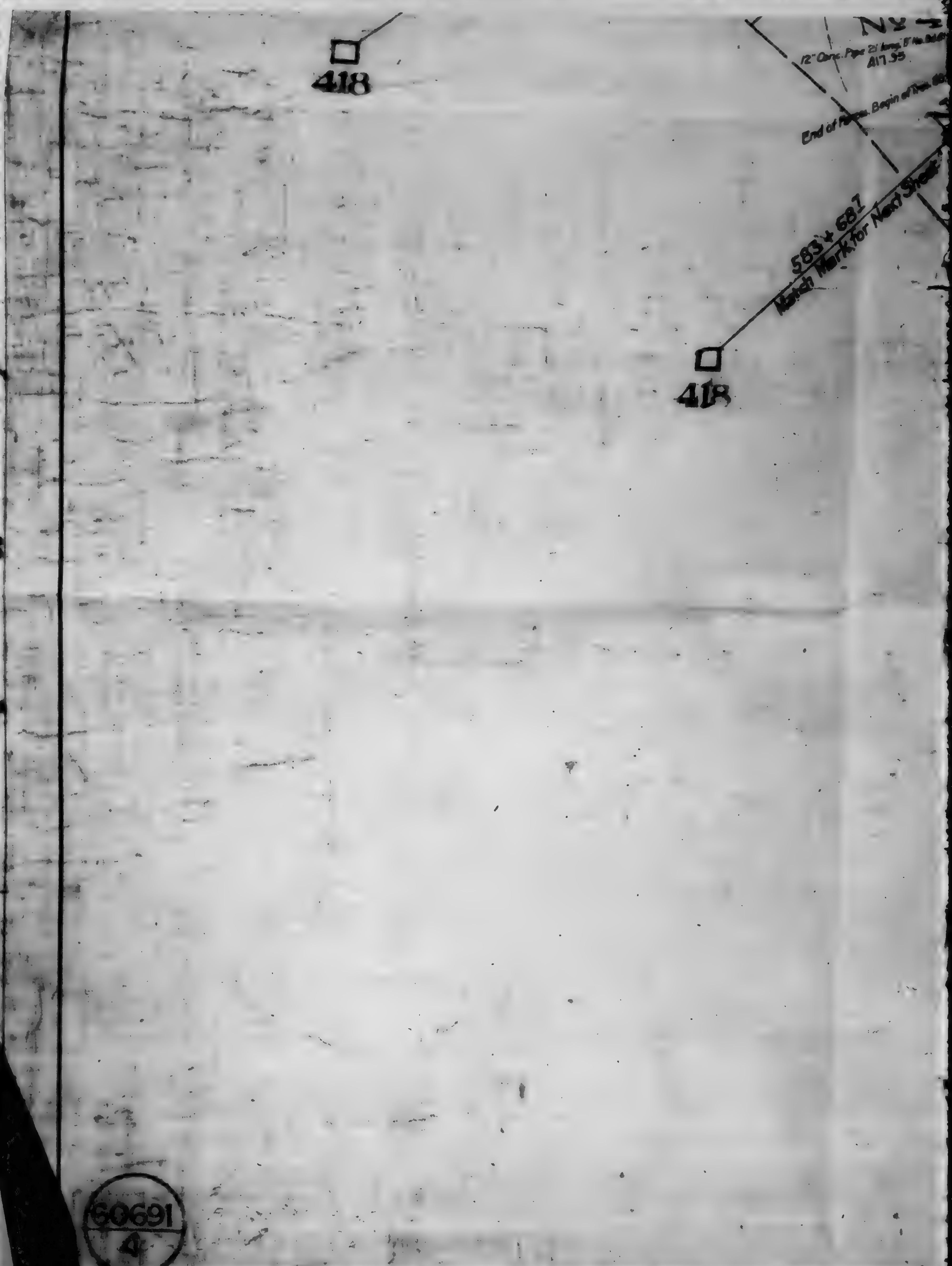
Remarks
ee note No 1.
ee note No 2.
ee note No. 4.
e note No. 3.
ee note No. 3.
0^{000} acres acq shown as follows: 2^{064} acres included in Parcel 4 above designated by letter "A". 37^{239} acres shown as Parcel 6 on Map 5
0193 sq. ft. used as road Xing for Pacific Highway at E.S. 534+80^{5}
^{152} acres acq. of which 0.135 acres is included in Parcel 3 above designated by letter "B"
elease of all action, suit and claims of whatever nature.
o record at hand.
n Interest in water in Cougar Gulch.
Pipe line. No record at hand.
ee Note No. 8
^{301} acs acquired; 1^{273}acs. included in Par. 2 shown by letter "E." AFE 32268. Oct. 31, 1922.
This deed also covers water rights in Cougar Gulch the same as deed 10234 above. A.F.E. 42559 - June 30, 1920.
uthorizes transfer of Nellie Russel's water rights in Cougar Gulch to O.&C. R.R. Co.
ffirms said " " " " " " " " " " " "
ght to use 0.15 c. ft. per sec. from Cougar Gulch for Steinman Station for 40 years.
ants use of 1^{070} Ac. for Hoy. purposes at E.S. 534+80^{5}. Of this 10193 sq. ft. shown by letter "D" is included in Doc. 7946 above.
ants use of 1.380 acs. for conc. and steel subway (letter "G").
" " " 0.40 acs. for highway slope (letter "F") opp. e.s. 495+
For railroad purposes. (Drainage ditch)

by B.&S. Deed Aud. No. 19397, and recorded July 7, 1927 in Deed Book 166

. 32268 Oct. 31, 1922.

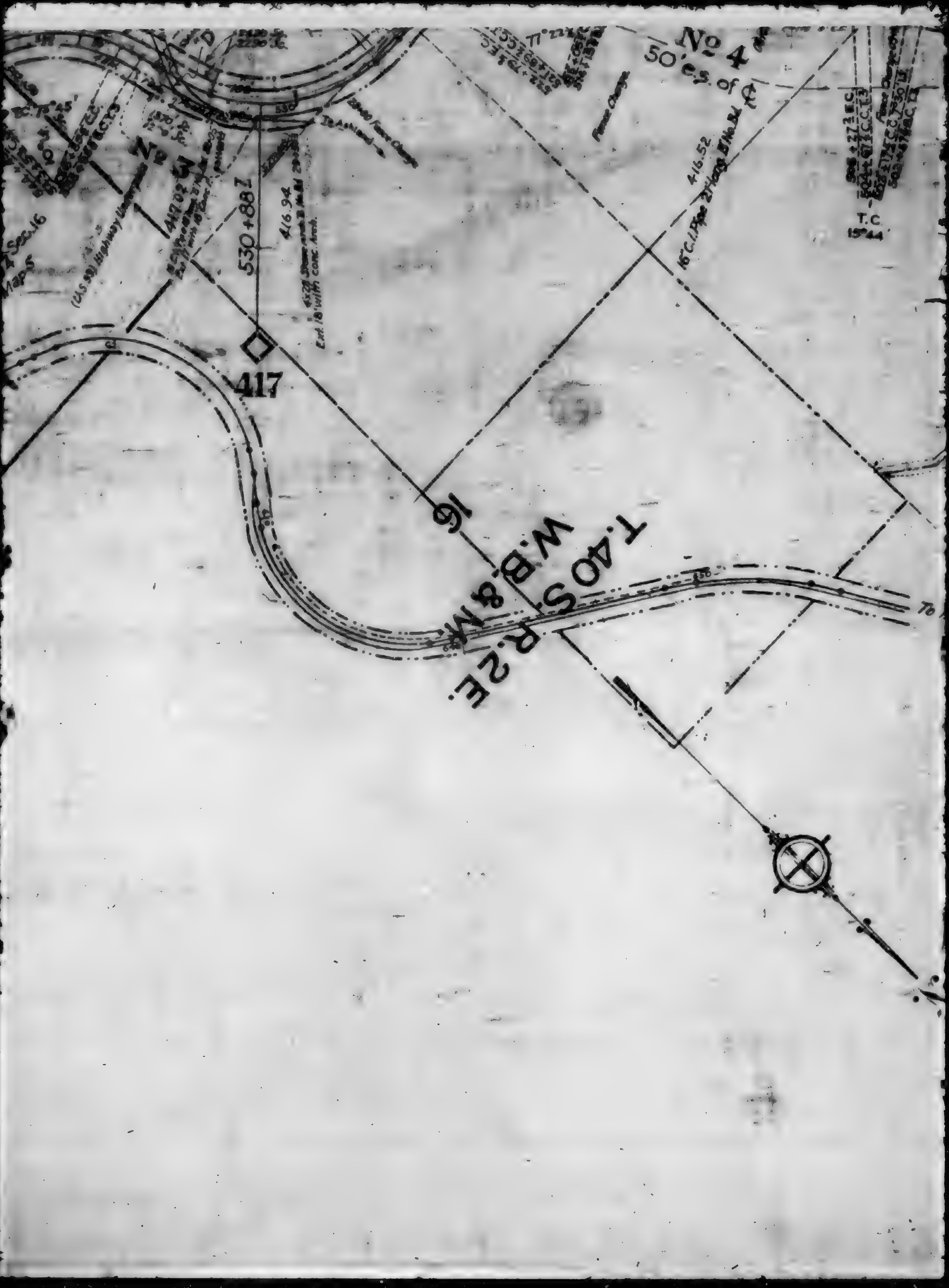
"C"

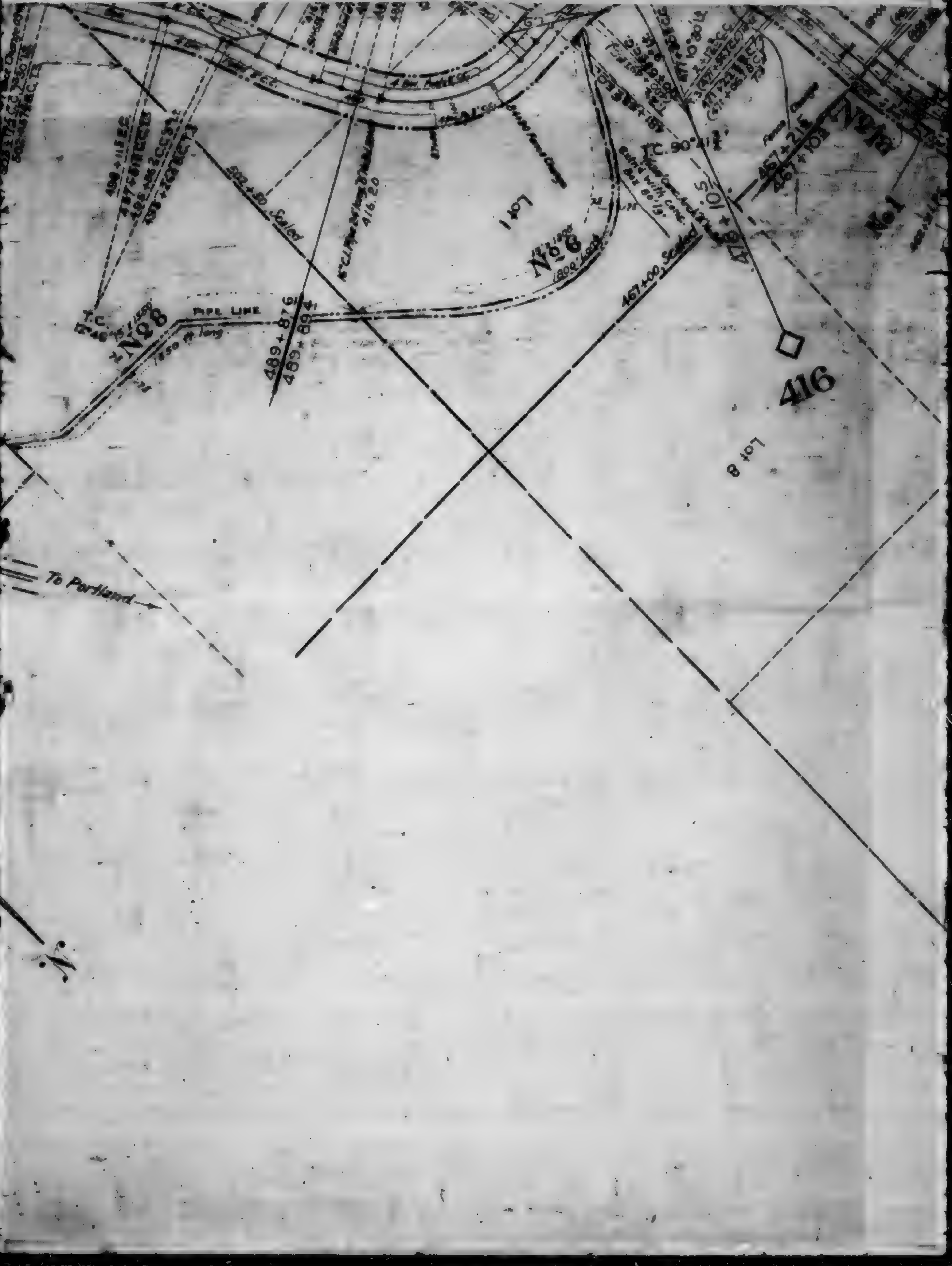
} T.C. 212° 10½'

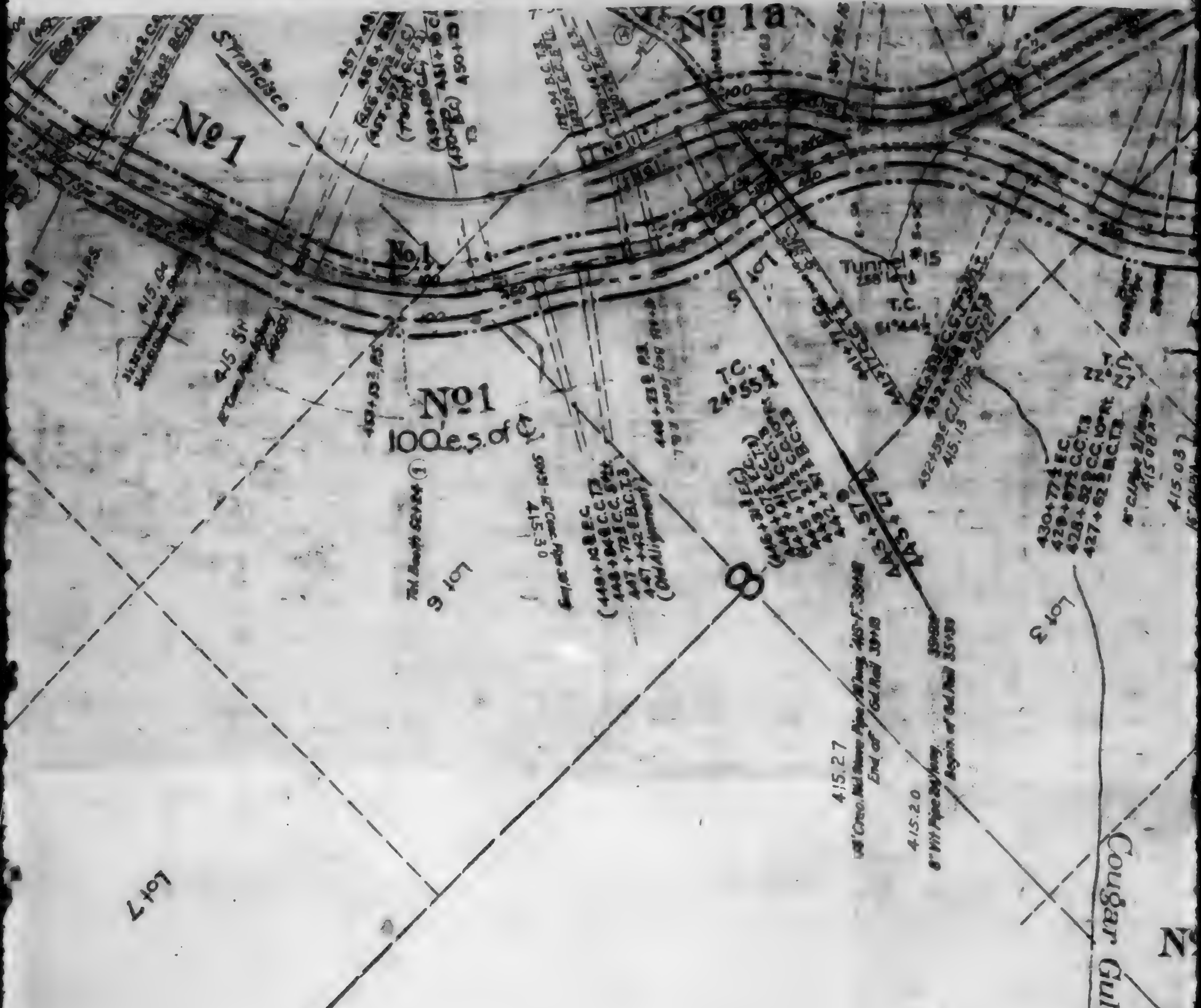

418
418
NY
12" Conc. Pipe 21' long
417.35
End of F
Begin of
583 + 68
Match Mark for Next Sheet

60691
4

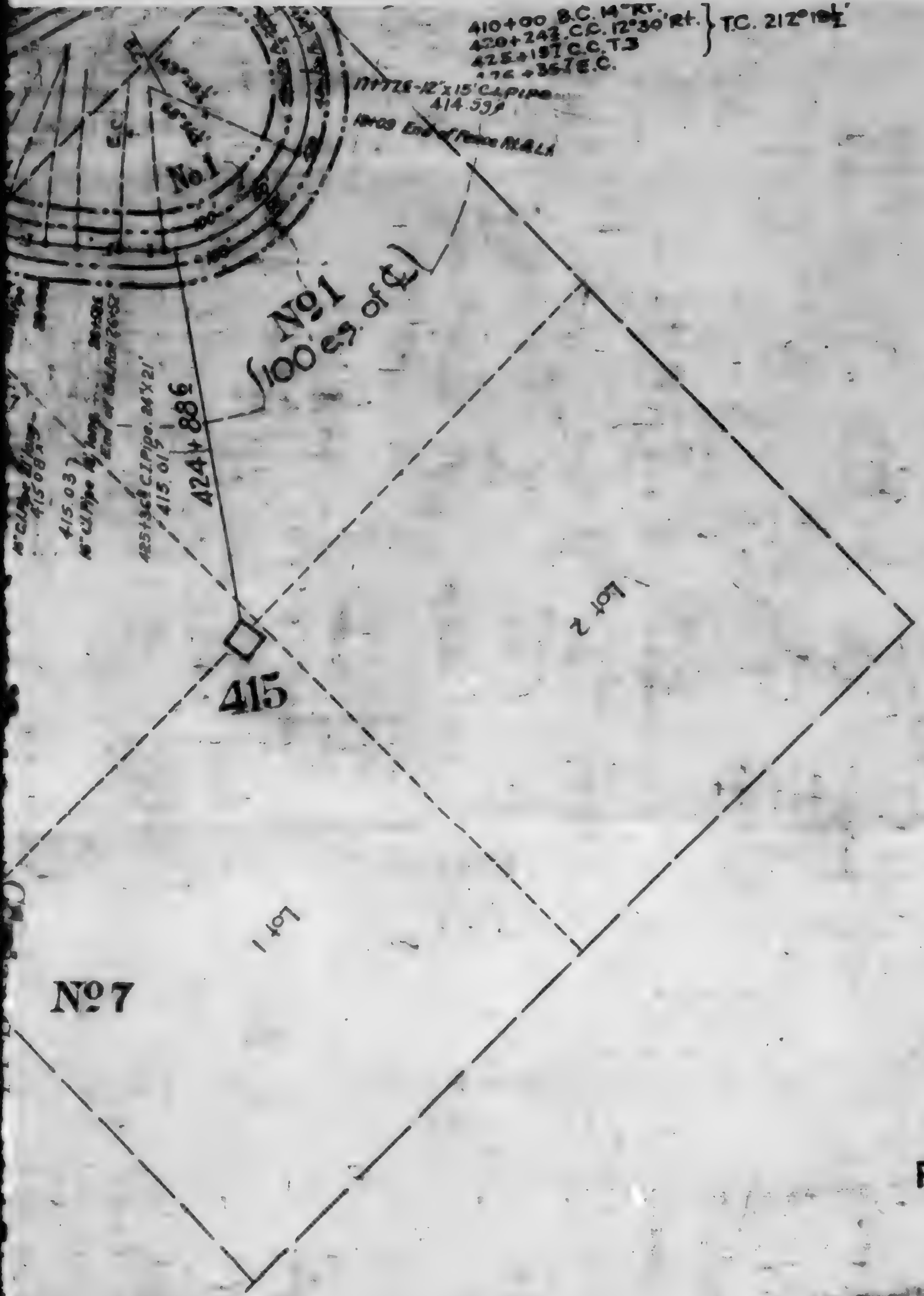
No2
No2
No2
No10
No4
Sheet
N.46°32'E. 1378 to N.E.Cor. Sec.21
N.52°50'E. 1772.8
Entire SW¼ SE¼ Sec.16
See Maps
Cr.
E.C.
10 Ft.
1.95


No 3
417.02
530+88
416.94
(U.S. 99) Highway
Sec. 16
Maps
417
No 4
50' e.s. of ℄
416.52
T.C.
15°44'
16
T.40S. R.2E.
W.B.&M.
To

416
Lot 1
Lot 8
No 6
1809' Long
No 8
1850 ft. long
T.C.
No 1
PIPE LINE
502+80 Scaled
467+00 Scaled
489+876
489+894
416.20
T.C. 90°4'1/2
478+10.5
457+21.5
461+10.2
To Portland
N



Sheet No 4 of 8 of the Main Li
Shasta Division, Oregon, fro
583+687.



Main Line of the Southern Pacific Company's Railroad,
on, from Survey Station 130+00 to Survey Station

Valuation Officer

RIGHT OF WAY AN

MAIN LIN

SOUTHERN PACIF

OPERATED

SOUTHERN PACIF

SHASTA DIVISION, JACKSON

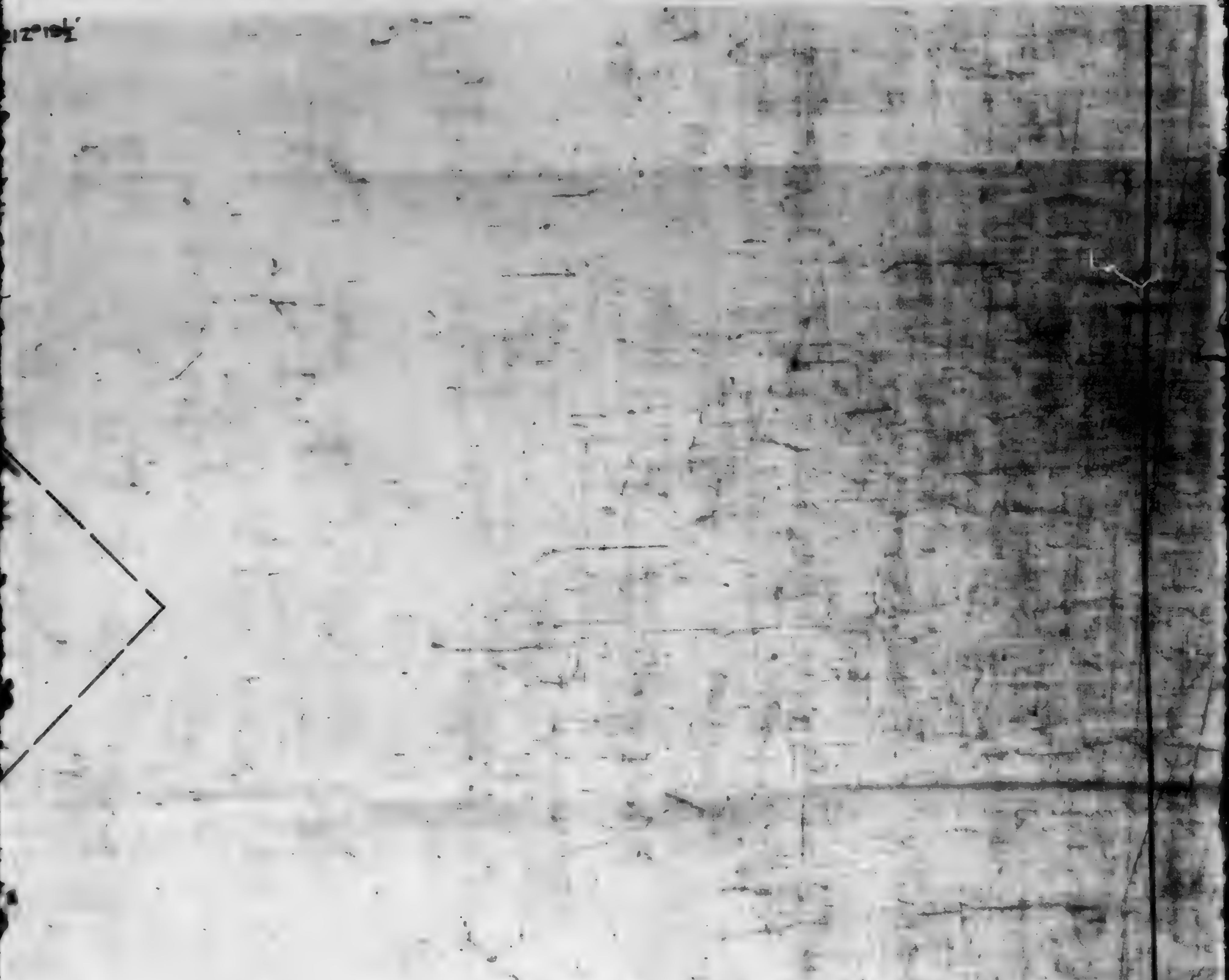
FROM STATION 130+00

Scale: 1 Inch =

VALUATION DE

SAN FRANCISCO,

212°13½′



RIGHT OF WAY AND TRACK MAP

MAIN LINE

SOUTHERN PACIFIC COMPANY

OPERATED BY

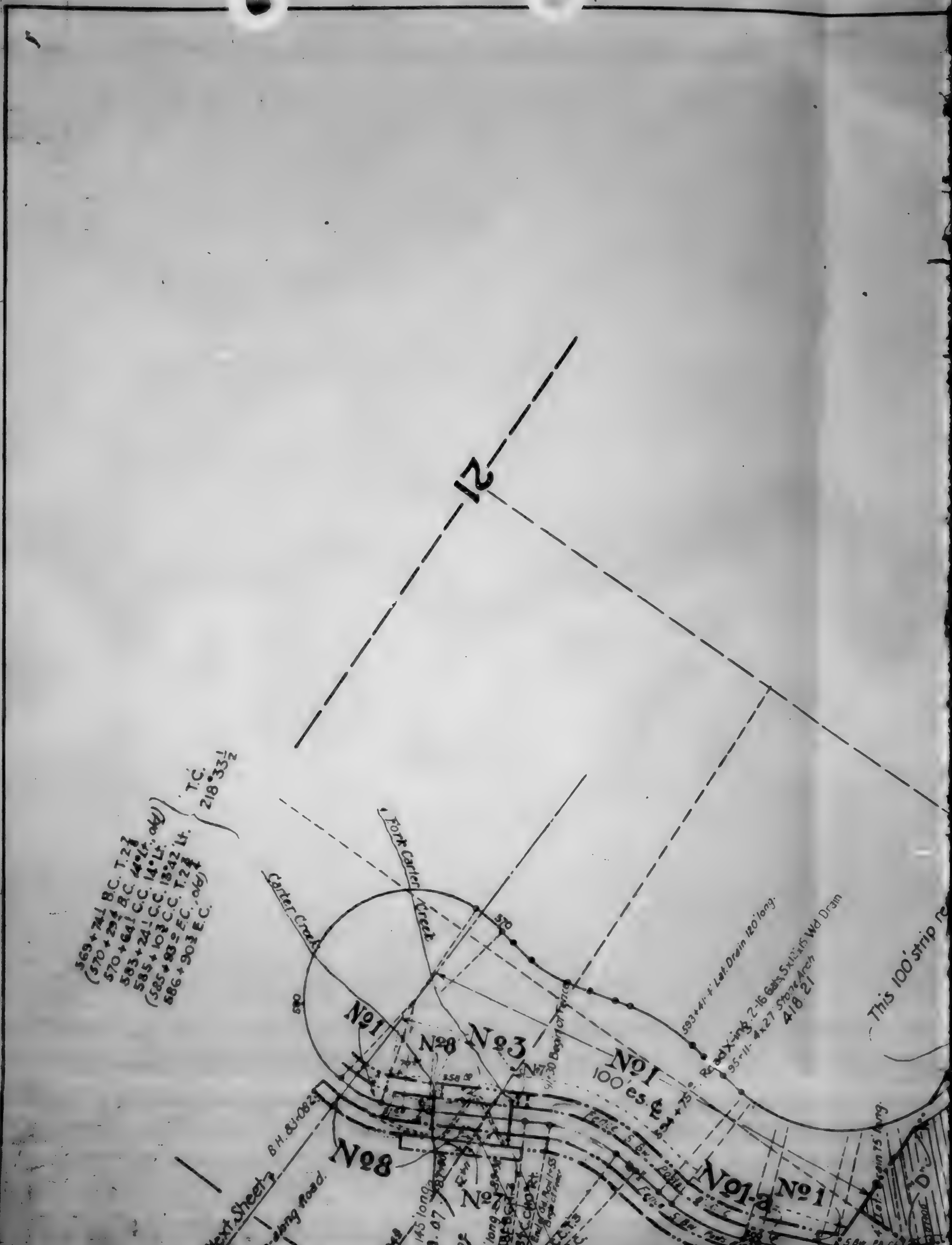
SOUTHERN PACIFIC COMPANY

SHASTA DIVISION, JACKSON COUNTY, OREGON

FROM STATION 130+00 TO STATION 583+68.7

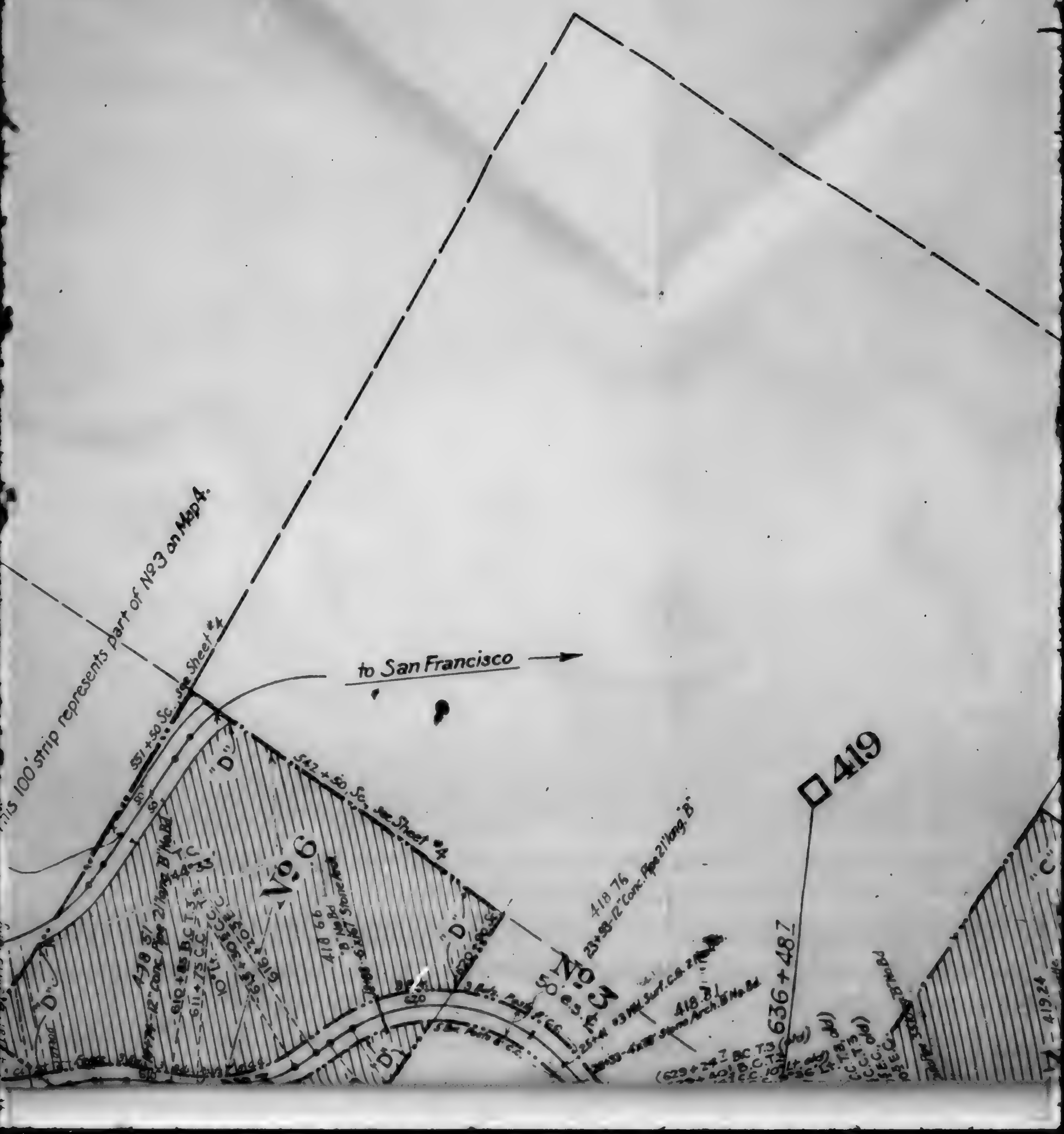
Scale: 1 Inch = 400 feet

VALUATION DEPARTMENT
SAN FRANCISCO, CALIFORNIA



12
T.C.
218°33½'
569+74.1 B.C. T.2¾
(570+29.4 B.C. 4°Lt. old)
570+64.1 C.C. 14°Lt.
583+24.1 C.C. 18°42' Lt.
585+10.3 C.C. T.2¾
(585+93.0 E.C. old)
586+90.3 E.C.
Fork Carter Creek
Carter Creek
570
580
No 1
No 2
No 3
No 1
100' es. ℄
No 7
No 8
No 1-2
No 1
Road X-ing 2-16 Gats 5x12x15 Wd Drain
593+41-4' Lat. Drain 120' long
95+11-4x27 Stone Arch
418.21
This 100' strip re
Next Sheet
B.H. 83+08.2
along Road
Fence
S.Bw.
Posts

Note № 11: 63.53 acs. disposed of shown hatched originally acquired as follows:
9.41 acs. by Par. #4. Excepting and reserving the title, minerals, min
hydrocarbon substances.



follows: 15$^{\underline{090}}$ acs. by Par. #10. 39$^{\underline{399}}$ (letter "E") by Par. #9.
rals, mineral ores, petroleum, oil, natural gas and other

NOTE No.1:- 8.^{826} acs. acq
strip on each
NOTE No.2:- 55.^{228} acs. acq
NOTE No.3:- 44.^{109} acs. acq
NOTE No. 4:- 18.^{449} acs. acq
and 9.^{750} acs
NOTE No. 5:-39.^{446} acs. acq

NOTE No. 6: Total acres

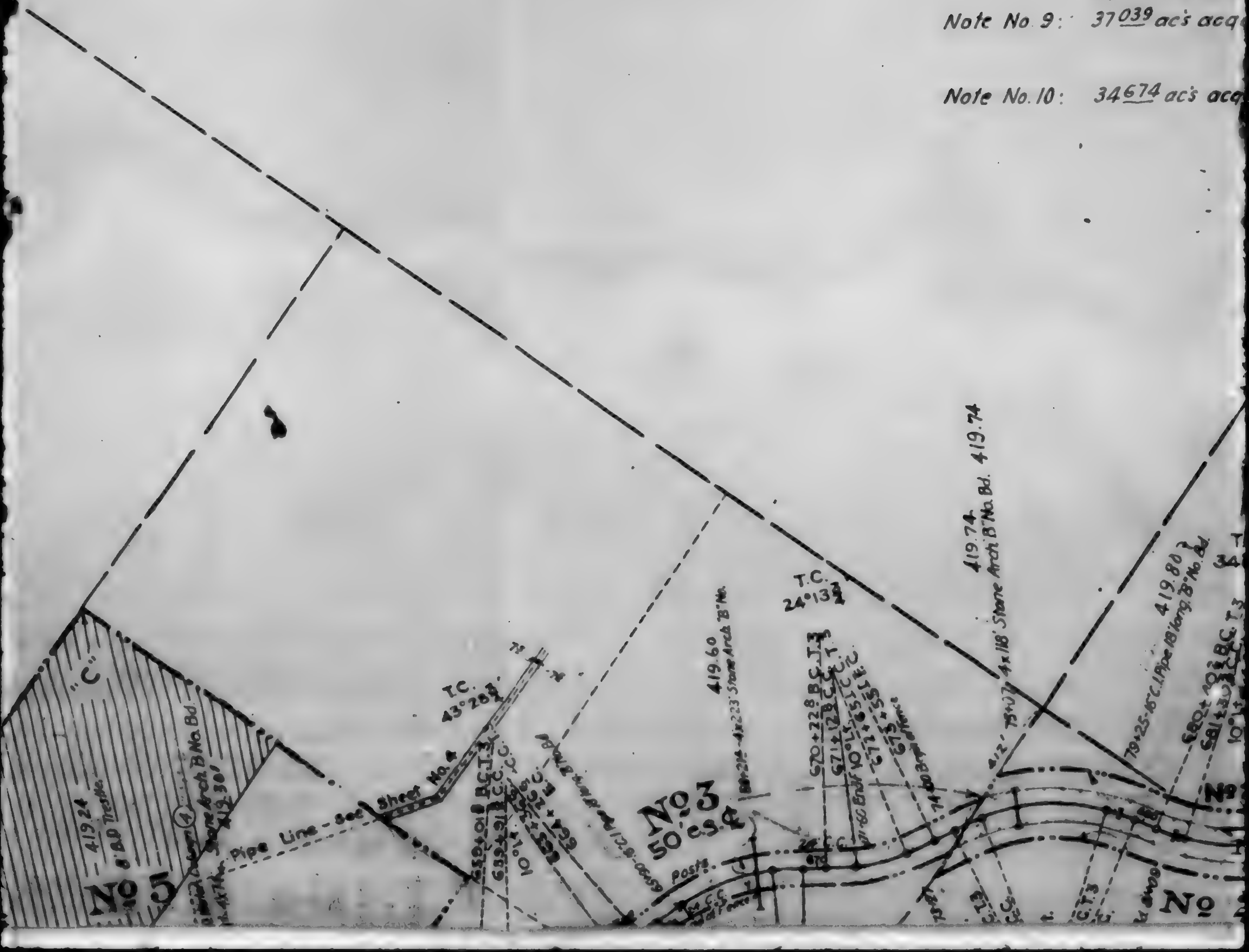
Note No. 6: The Oregon
Aud. No. 1939

Note No. 7: 1$^{\underline{985}}$ acs acqu

Note No. 8: 257$^{\underline{620}}$ acqu
on Val. Sec. S.P.
Of the 46$^{\underline{759}}$

Note No. 9: 37$^{\underline{039}}$ ac's acq

Note No. 10: 34$^{\underline{674}}$ ac's acq



6 acs. acq'd: 3.^{205} acs. being the same as and incl. in Parcel. 1a, and 1.$^{\underline{303}}$ acs. incl. in Parcel 3

ip on each side of ℄ from Station 583+68.1 to 588+94.2

3 acs. acq'd: 22.$^{\underline{727}}$ acs. being the same as and incl. in Parcel 2-a. & 4$^{\underline{545}}$ acs. being same as & incl in pa

9 acs. acq'd: 4.^{075} acs. shown as Parcel 1-c on Map 3: 17.$^{\underline{307}}$ acs. shown as Parcel 1a on Map 4.

8 acs. acq'd: 4.^{545} acs. incl. in Parcel 2-a, being a 50 foot strip on each side of ℄ from Station

9.^{758} acs. shown as Parcel 1-b on Map 3.

6 acs. acq'd: 3.^{205} acs. being the same as and incl. in Parcel 1-a: 18.^{638} acs. shown as Parcel 4 on

al acres acq'd. 128.$^{\underline{940}}$. shown as follows: 4.^{545} acs. incl. in Parcel 2-a. being a 50 foot strip on each side
742+15.2 to 761+95, and 4.^{545} acs. being the same as and incl. in Parcel 2-b:
19.$^{\underline{178}}$ acs. shown as Parcel 3 on Map 3.
47.$^{\underline{151}}$ " " " Parcels. 4. 5 6. & 7 on Map 8, and on Val. Sec. O&C.
as Par. 10 on Map 2; 0.$^{\underline{098}}$ acres as Par. 20 on Map 3; 1.$^{\underline{001}}$ acres as Par
16.$^{\underline{123}}$ acres as Par. 13 on Map 5; 26.$^{\underline{183}}$ acres as Par. 2 on Map 11. 9$^{\underline{041}}$ a
hatched by deed 24586.

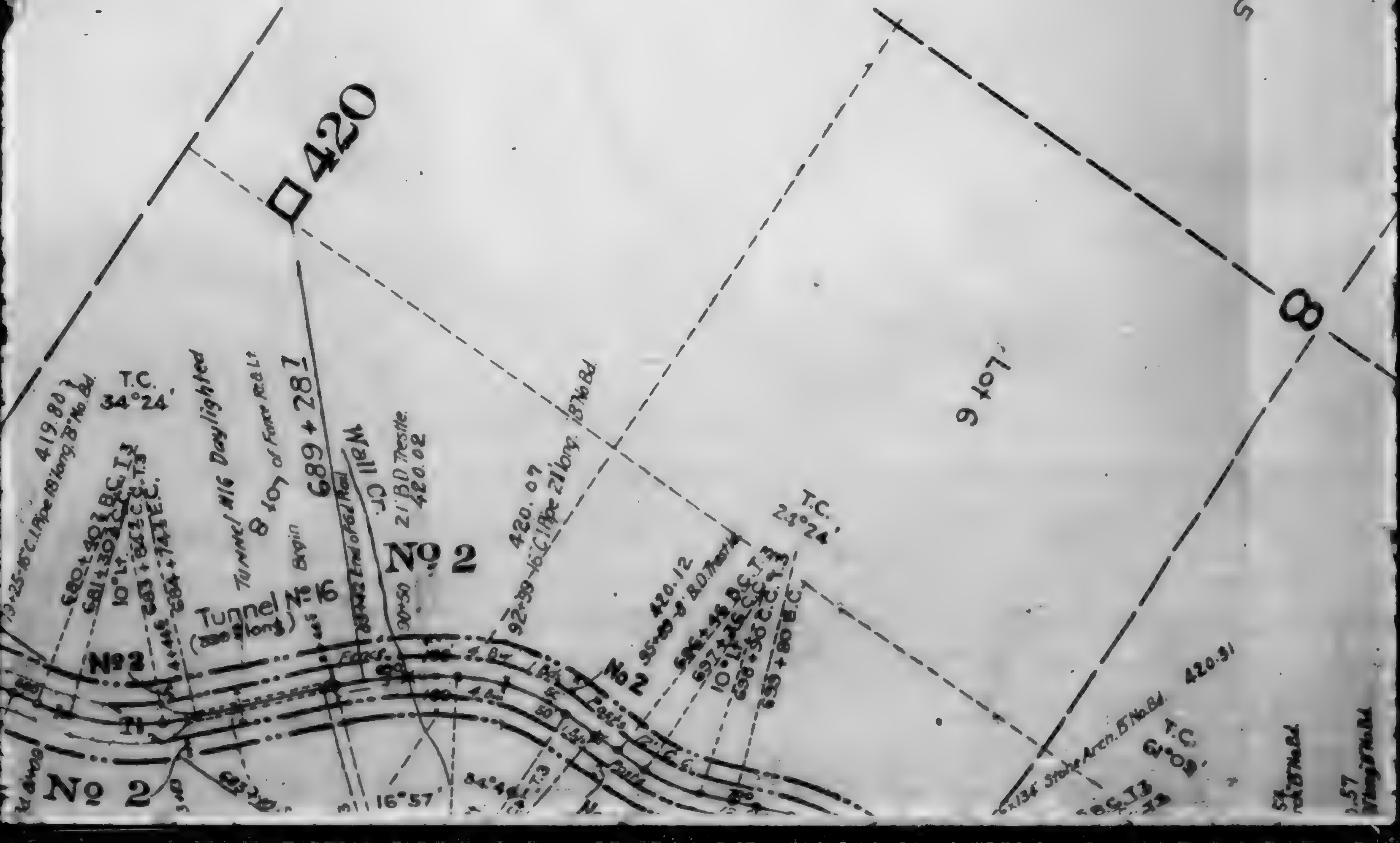
Oregon and California Railroad Company was purchased by the Southern Pacific Company Jan.
d. No. 19397 and recorded July 7, 1927 in Deed Book 166 page 311 - Records of Jackson County,

$^{\underline{35}}$ acs acquired; 1$^{\underline{56}}$ acs included in Par 1 shown by letter "B" and on Map 4: 0$^{\underline{050}}$ acs shown as Par. 9, 0$^{\underline{514}}$ acs. incl. in

7$^{\underline{620}}$ acquired by this deed shown as follows: 46$^{\underline{759}}$ Acs. as Par. 9; 15$^{\underline{090}}$ Acs. as Par. 10; 4$^{\underline{555}}$ incl. in Par. 2a; 4$^{\underline{555}}$ Acs. incl. in
al. Sec. S.P. Ore. 17, 1$^{\underline{840}}$ Acs. as Par. 42; 3$^{\underline{100}}$ Acs. as Par. 43 map 33; and on Val. Sec. S.P. Ore. "B" 25$^{\underline{600}}$ Acs. as Par. 2; 53$^{\underline{540}}$ Ac
he 46$^{\underline{759}}$ acs. shown as Par. 9, 7$^{\underline{36}}$ acs. were disposed of by deed 20192. 39$^{\underline{399}}$ acs. (letter "E") disposed of

$^{\underline{039}}$ ac's acq'd for Par. 5; 25$^{\underline{796}}$ ac's disp'd of by deed 22786 shown hatched (letter "G").

$^{\underline{674}}$ ac's acq'd for Par. 6; 34$^{\underline{450}}$ ac's disp'd of by deed 22786 shown hatched (letter "D").



cel 3, being a 50' foot

ncl in parcel 2b
ap 4.
ation 742+15³ to 761+95,

4 on Map 4.

ch side of ℄ from station

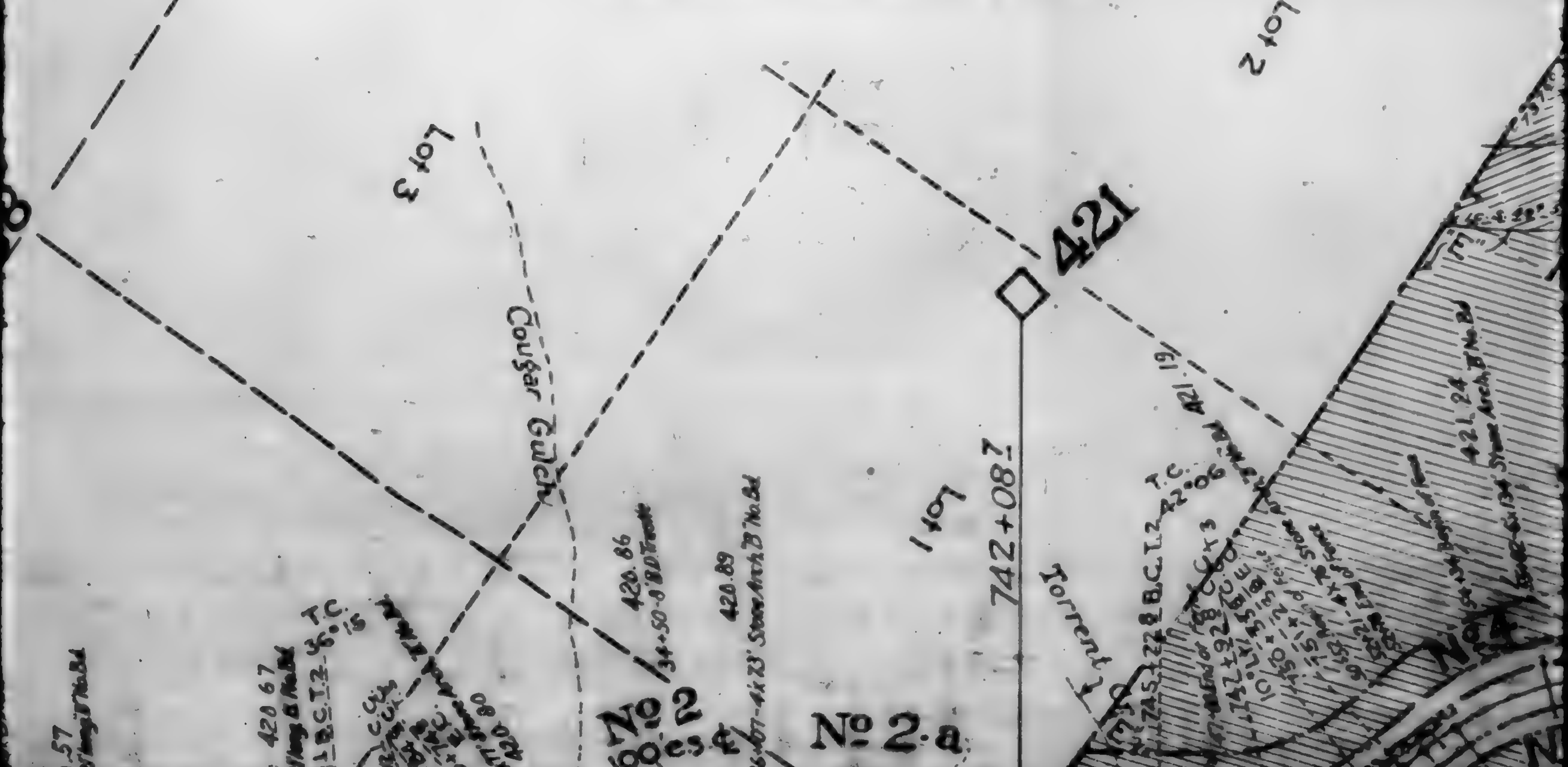
O&C.R.R. Ore2; 0.175 acres
as Parcels 3 & 4 on Map 4;
, 9.041 acs disposed of shown

Jan. 3, 1927, by B.&S. Deed
County, Oregon.
incl. in Par. 2. A.F.E. 32268 Oct 31, 1922.
cs. incl. in Par. 2b; 9.041 incl. in Par 4, and
53.540 Acs. as Par. 3; 93.540 as Par. 4, map 15.
d of by deed 24586.

SCHEDULE

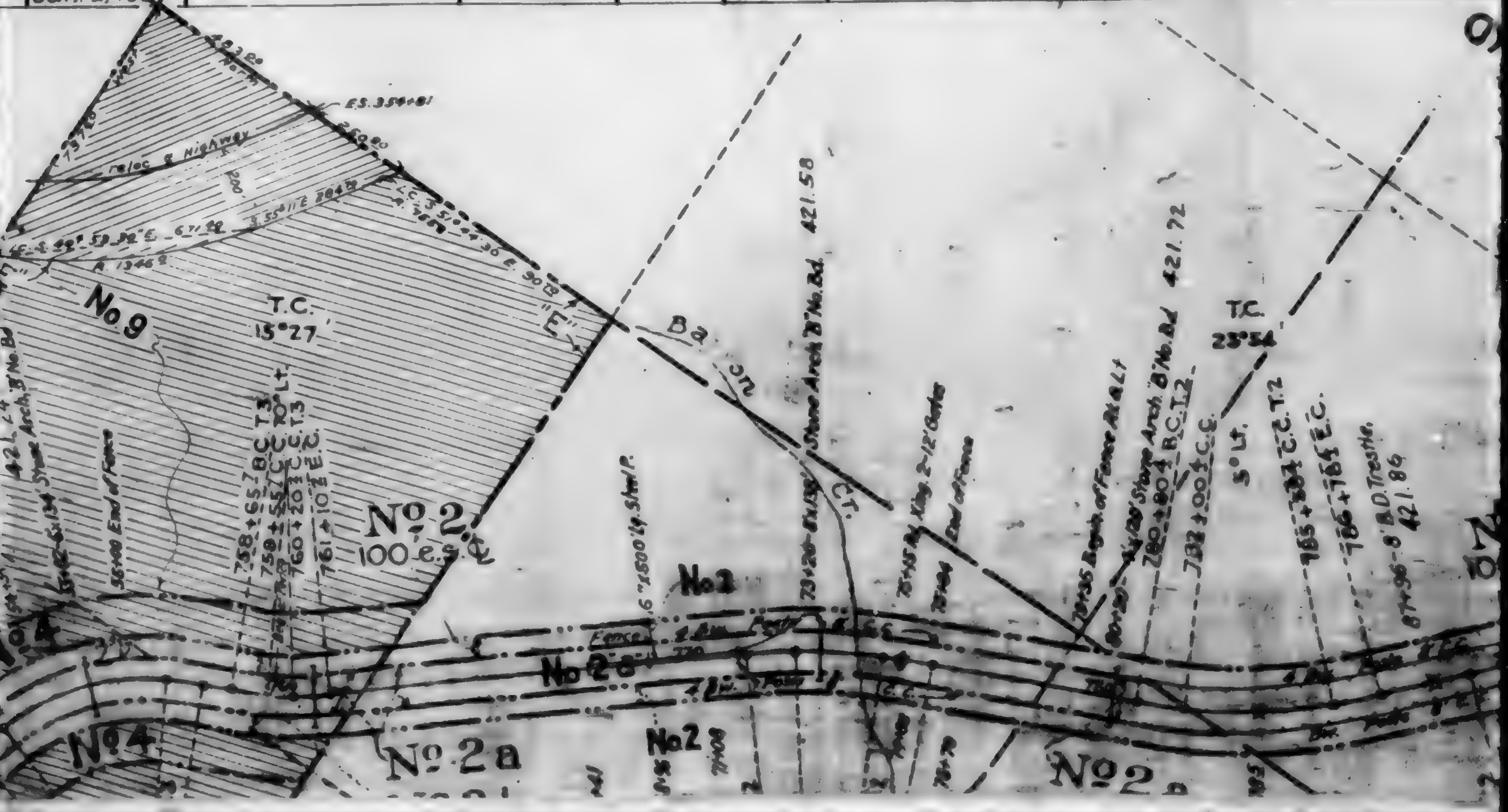
No	Grantor	Grantee	Instru.	Da
1.	U.S. Government	Ore & Calif. R.R. Co.	Act of Cong	July 2
1-a	P.H. Oviatt & wife	" " "	Warr. Deed	July 8
2	U.S. Government	" " " "	Act of Cong.	July 2
2-a	J.H. Shepherd et al.	" " "	Q.C. Deed	Dec. 2
2-b	D. Loring & wife	" " " "	B.&S. "	Sept. 3
			" "	
		" " "	" "	
3	H.C. Dollarhide et al.	" " "	" "	May 9
	" " " & wife	" " " "	Warr. Deed	July 9.
	Ore & Cal. R.R. Co & S.P. Co.	County of Jackson	Easement	" 17,
4	Ore & Cal. Land Co.	Ore & Cal. R.R. Co.	B.& S. Deed	Aug 2
	G.H. Andrews et al.	Ore. & Calif. Land Co.	Warr. Deed	Jan 2
5	D. Loring	Ore & Cal. R.R. Co.	" "	June
	Ore. & Cal. R.R. Co & S.P. Co.	County of Jackson	Easement	Aug 1
6	F.H. Reed & wife	Ore & Cal. R.R. Co.	Warr. Deed	June 9
7	James E. Hartley and wife	" " " "	B & S. Deed	June
	Louis Hilty and wife	" " " "	Q.C. Deed	June
	Vera Anna Real	" " " "	" "	Sept.
8	Keith Oil and Land Co.	" " " "	B&S. Deed	June
9	Ore. & Calif. Land Co.	Southern Pacific Co.	Warranty Deed	Mar.
10	" " " " "	" " "	" "	"
Und 9	S.P. Co.	State of Oregon	G.&C. Deed	Jan 2
Un. 5, 6	"	Ray R. Costerisan et ux.	B. & S. Deed	Oct. 1
" 4, 9, 10	S.P. Co.	Donal A. Brace & Wife	B & S Deed	Jan.

SCHEDULE CONTINUED BELOW.

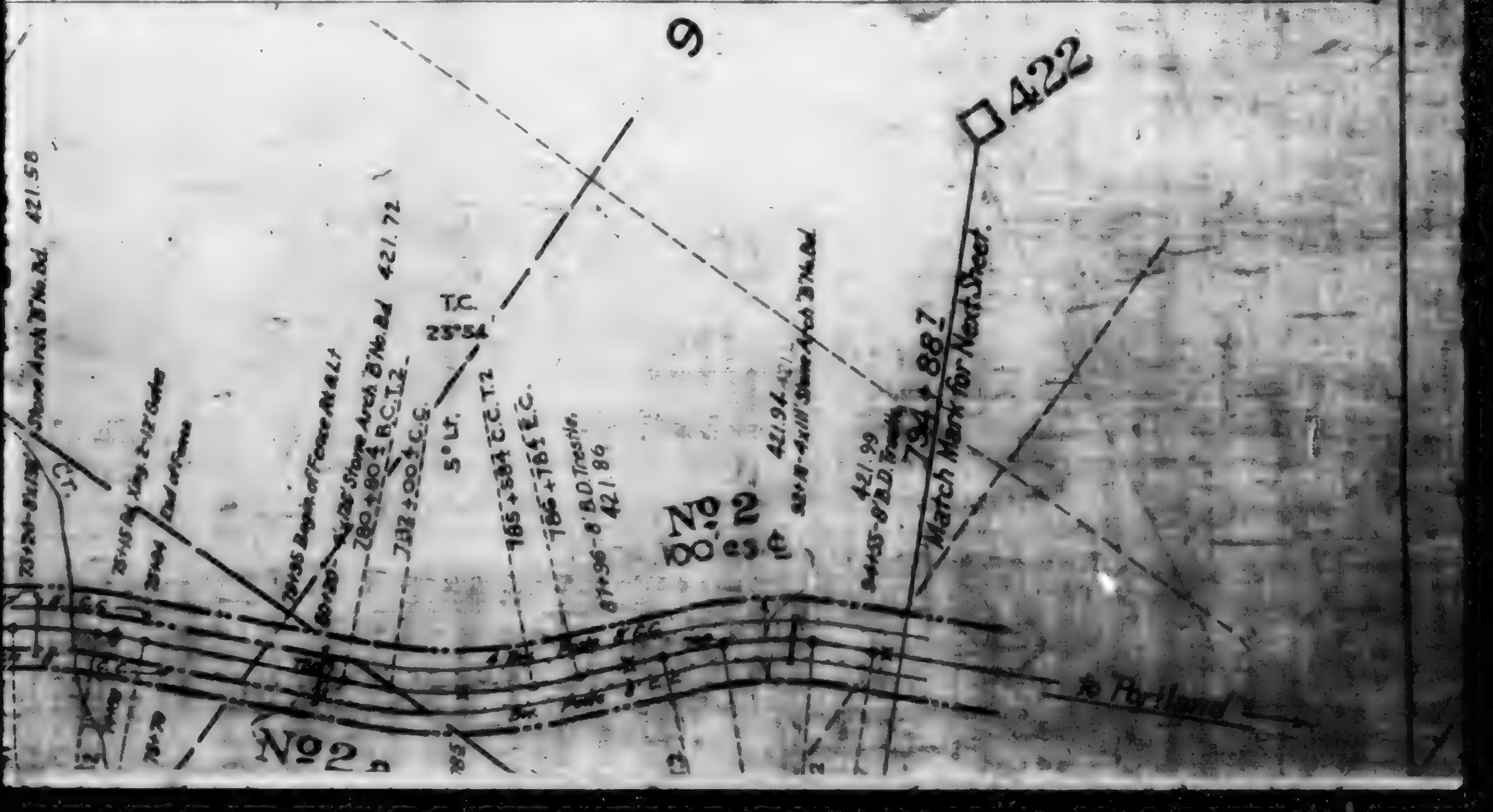


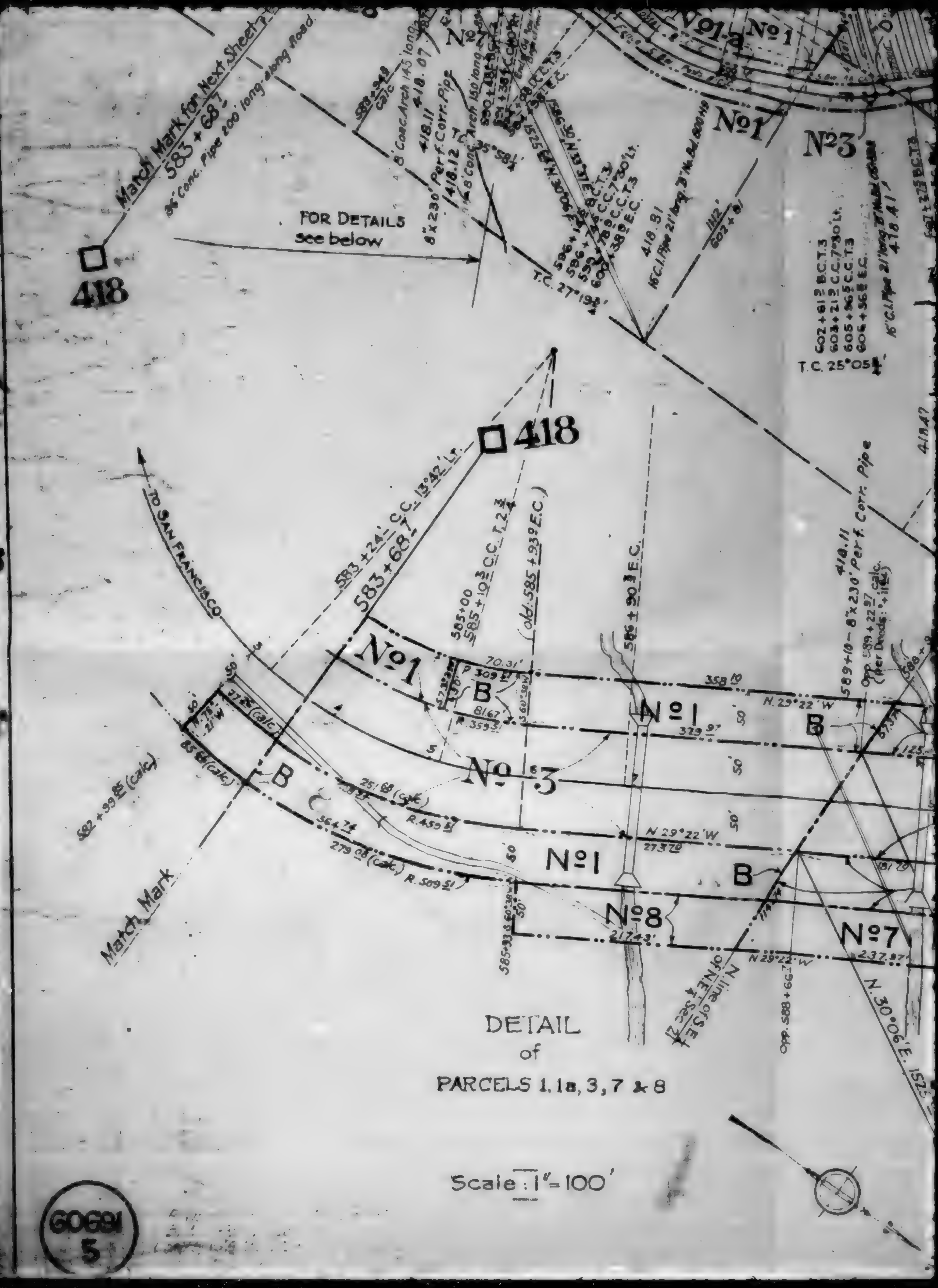
DULE OF PROPERTY

Date	Record	Cust'd No	Area		Remarks
			Sq. Ft.	Acres	
July 25, 1866				4^{415}	See Note No. 1. incl.
July 8, 1887	D.B.13 P724 July 13 1887	10205		$3.^{308}$	$7.^{338}$ acs acq'd.; $4.^{130}$ acs. in Parcel 3, being a
					602+81 to 606+70, and 620+90 to 635+10.
July 25 1866				$27.^{361}$	See Note No. 2.
Dec. 22, 1887.	D.B.14 P.581, Dec 24 1887	10216		$22.^{727}$	See note No. 3.
Sept. 3 1890	" 21 P265 Sept 18 1890	10065		$4.^{345}$	See Note No. 4.
May 9. 1887	D.B.13 P604, May 14 1887	10219		$17.^{603}$	See Note No. 5.
July 9. 1887.	" 726 July " "	10218			4^{118} acres included in Parcel. 3 above being a s
" 17, 1915		Doc 7947			6664 sq ft. used as road Xing for Pacific Highw
Aug 24, 1908	D.B. 67 P229 Sept 17 1908	9698			See note No. 6.
Jan. 20 1905	" 51 P348 —	10492			Same tract as next above, except that large
					conveyed to O.&C. R.R. Co.
June 10, 1886	" 13 P107 June 23 1886	31671		112^{43}	$40.^{009}$ acres acq. 2^{864} acres included in Parcel 3
Aug. 19, 1915		30281			1^{002} acres used as road Xing for Pacific Highw
June 9, 1886	D.B.13 P93 June 14, 1886	31672	9757		$40.^{000}$ acres acq: 3^{260} acres included in Parc
					between 605+70 & 620+90. 2^{009} acres
June 20. 1917	D.B. 115-P.403 July 26 1917	31467	11131		0^{683} acs acq'd, 0^{427} acs. included in Par. 1 shown by letter
June 22. 1917	D.B. 115-P.403 July 26. 1917	31468			The same as Deed 31467 next above A.F.E. 3
Sept. 15. 1917	D.B. 115-P.635 Sept. 24. 1917	31470			" " " " " " " "
June 12. 1917	D.B. 115-P.554 June 22. 1917	31466	11543		See Note No. 7.
Mar. 14, 1929	D.B. 128-P.346-July 10, 1929	19625			See Note No. 8
" " "	" " " " " "	"			" " " " 15^{090} acs. disposed of by deed
Jan 23, 1934		20192			7^{36} acs. disp. of, shown hatched.
Oct. 15, 1947		22786			60^{246} acs disp'd of shown hatched, orig. acq'd as follow
Jan. 2, 1957		24586			See Note No. 11. AFE. 69197-1957.



Remarks
See Note No. 1. incl.
7.336 acs acq'd.: 4.130 acs. in Parcel 3, being a 50 foot strip on each side of ℄ from Station 602+31 to 606+70, and 620+90 to 635+10.
See Note No. 2.
See note No. 3.
See Note No. 4.
See Note No. 5.
4.118 acres included in Parcel 3 above being a strip 50' each side of ℄ betw. E.S. 656+65 & E.S. 674+59.
6664 sq ft. used as road Xing for Pacific Highway at E.S. 637+93.2
See note No. 6.
Same tract as next above, except that larger area was acquired than what was in turn conveyed to O.&C. R.R. Co.
40.009 acres acq. 2.86 acres included in Parcel 3 above being a strip 50' e.s. ℄ bet. E.S. 643+75 & 656+65.
1.002 acres used as road Xing for Pacific Highway betw. E.S. 643+75 and 656+65. (See Note No. 9)
40.000 acres acq. 3.269 acres included in Parcel 3 above being a strip 50' each side of ℄ lying between 605+70 & 620+90. 2.00 acres included in Parcel 4 on Map 8. (See Note No. 10).
0.683 acs acq'd, 0.427 acs. included in Par. 1 shown by letter "A". A.F.E 32268 Oct. 31, 1922.
The same as Deed 31467 next above A.F.E. 32268 - Oct. 31-1922
" " " " " " " "
See Note No. 7.
See Note No. 8
" " " " 15.090 acs. disposed of by deed 24586 shown hatched.
7.36 acs. disp. of, shown hatched. AFE 38324-1947
60.246 acs disp'd of shown hatched, orig. acq'd as follows: 25.796 ac. by Par. 5 (letter "C"), 34.450 ac. by Par. 6 (letter "D")
See Note No. 11. AFE. 69197-1957.

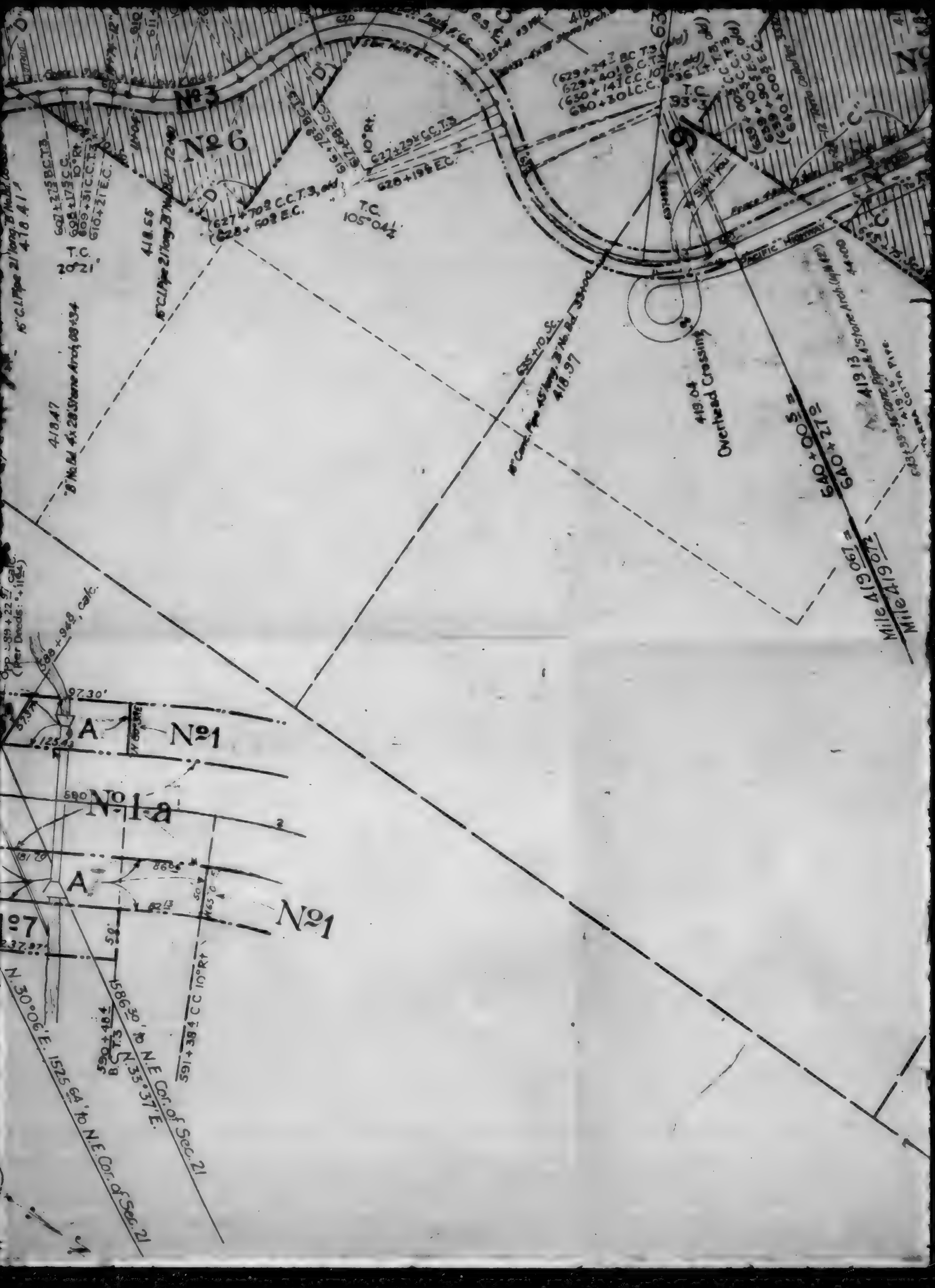


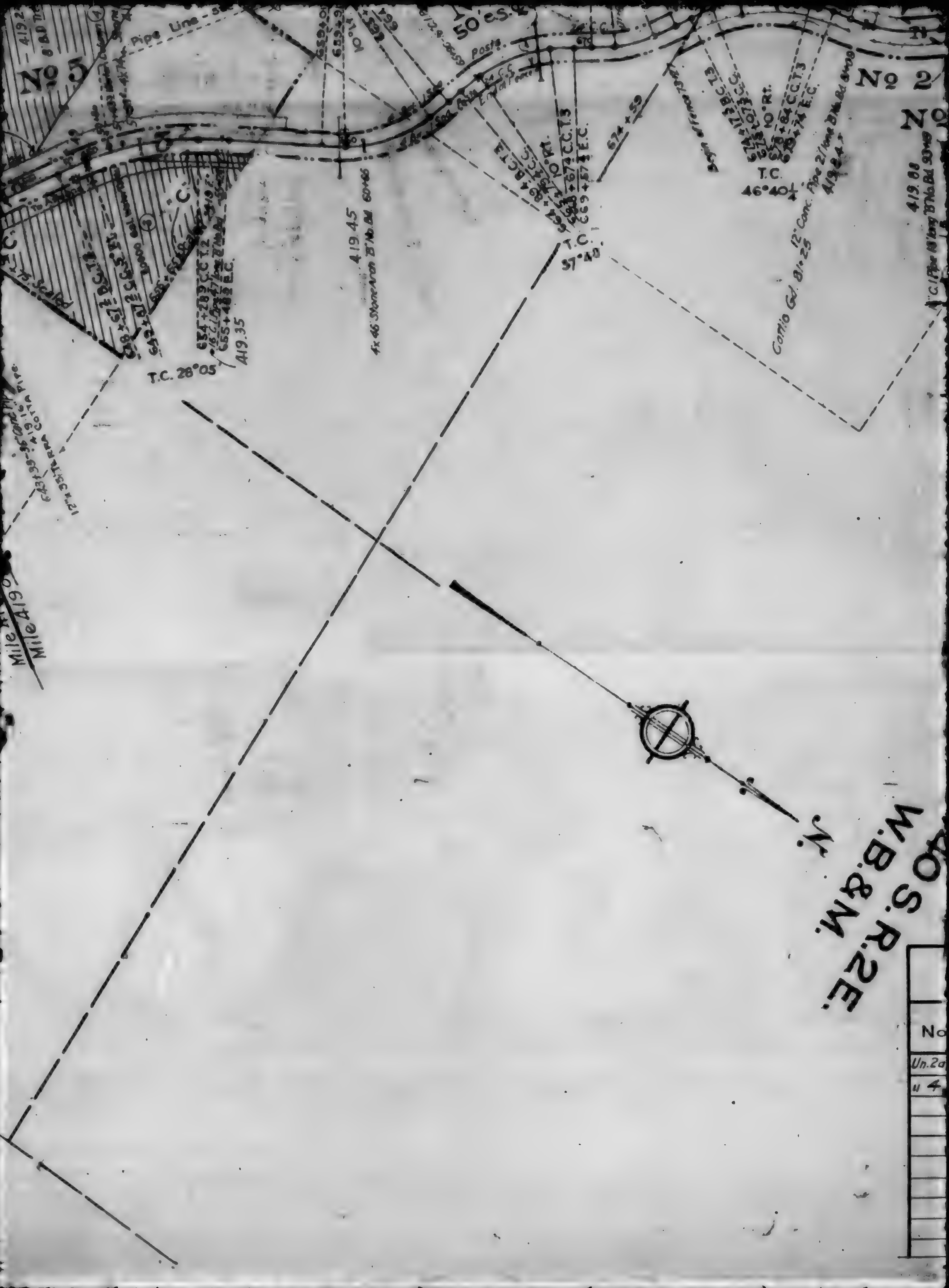


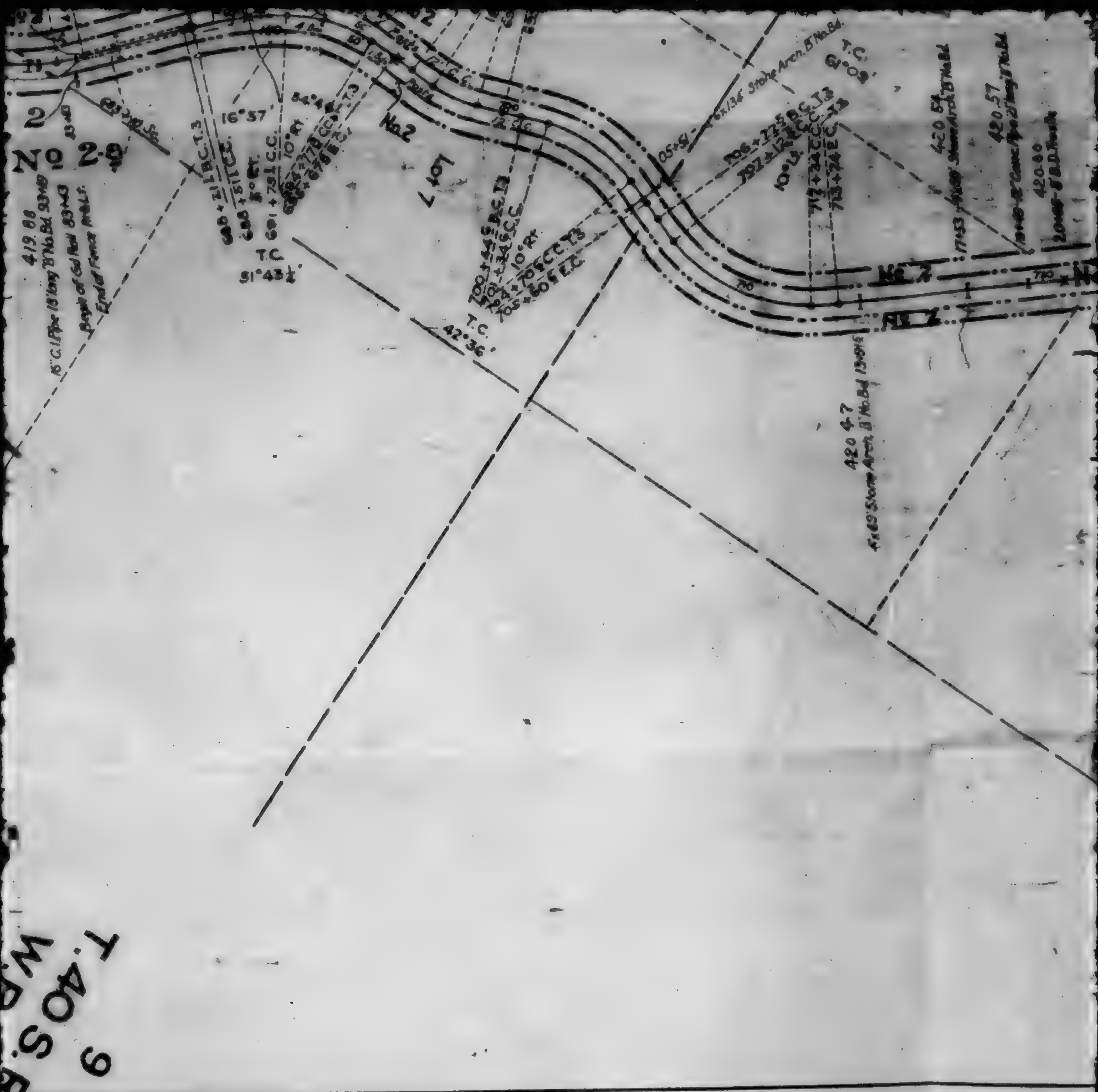
DETAIL of PARCELS 1, 1a, 3, 7 & 8

Scale: 1" = 100'

GO691
5

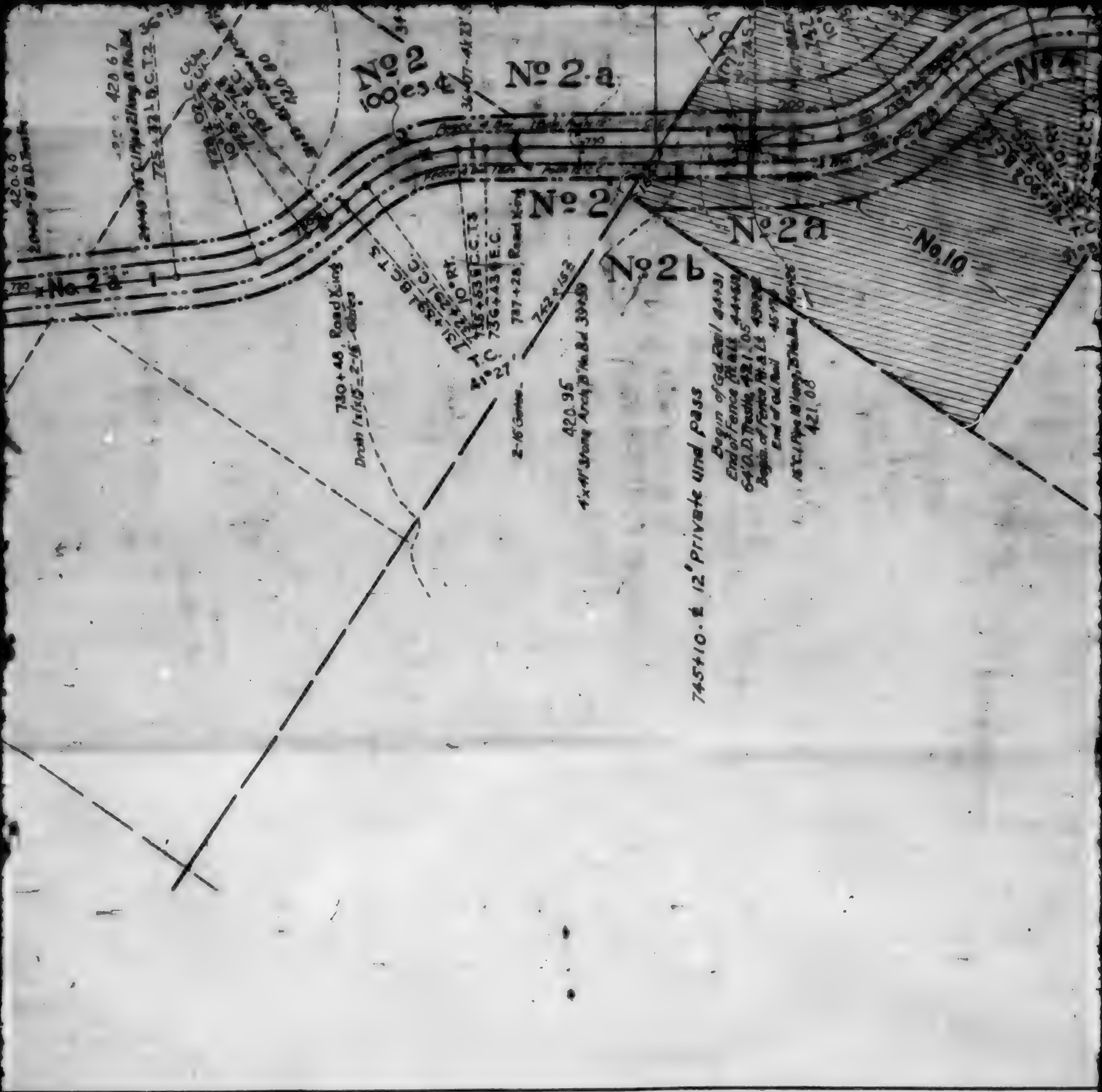
Nº3
Nº6
D
D
D
627+27.5 B.C.T.3
608+17.3 C.C.
10° Rt.
609+31 C.C.T.3
610+21 E.C.
418.41
15" C.I. Pipe 21' long. 8' No. Bd.
T.C.
20°21'
418.55
15" C.I. Pipe 21' long. 8' No. Bd.
418.47
8' No. Bd. 4x28' Stone Arch
627+70 C.C.T.3, old
628+50 E.C.
T.C.
105°04½'
10° Rt.
627+29 C.C.T.3
628+19 E.C.
620
(629+24 B.C.T.3
629+40 B.C.T.3
(630+14 C.C. 10° Lt. old)
630+30 C.C.
T.C.
93°3'
639+26 Lt. T.3 old
639+90 C.C.
639+90 E.C.
640+00 E.C.
63
9
C
C
Pacific Highway
Overhead Crossing
419.04
635+10 Sc.
8' Conc. Pipe 45' long. 8' No. Bd.
418.97
640+00 =
640+27 =
419.13
Stone Arch
Mile 419.067 =
Mile 419.072
Terra Cotta Pipe
419.16
Opp. 589+22 calc.
(Per Deeds: +11)
588+94 calc.
97.30'
125.43
A
Nº1
590
Nº1-a
A
Nº1
Nº7
237.97'
58'
50'
590+48 B.C.T.3
586+30 to N.E. Cor. of Sec. 21
N. 33°37' E.
591+38 C.C. 10° Rt.
N. 30°06' E. 1525.64' to N.E. Cor. of Sec. 21

No 3
No 2
No
Pipe Line
Posts
50 c.s.
T.C. 28°05
T.C. 37°40
T.C. 46°40¼
419.35
419.45
419.88
4x46 Stone Arch
674+59
Mile 419
Mile 419
12" Conc. Pipe
N.
W.B.&M.
O.S. R.2E.
No
Un.2a
" 4



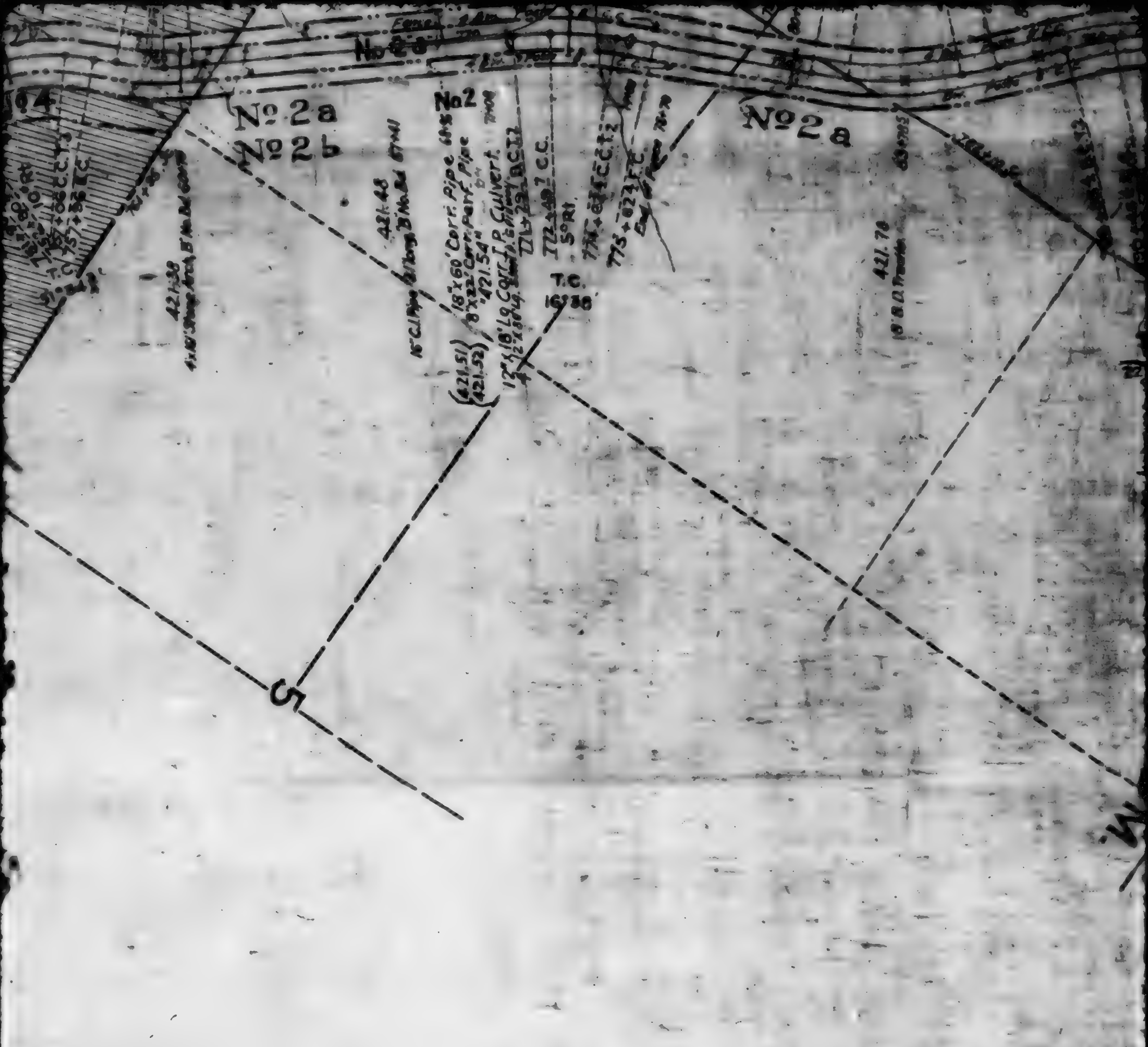
SCHE

No.	GRANTOR	GRANTEE	INSTR.	DATE	RECORD
Un.2a,2b	Southern Pacific Co.	Donal A. Brace etux.	B.&S. Deed.	Feb. 19,1957	
" 4	" " "	" " "	Easement	Jun. 20,1957	



CHEDULE OF PROPERTY (CONT.)

ORD	CUST. No.	AREA		REMARKS
		SQ. FT.	ACRES	
	24987			All standing merchantable timber disp. of on Pars. 2a and 2
	24844			Grants use of 2400 sq. ft., a 12 ft. wide strip ℄ e.s. 745+10 to Cons



RIGHT OF WAY AND T

MAIN LINE

SOUTHERN PACIFIC C

OPERATED BY

SOUTHERN PACIFIC C

SHASTA DIVISION, JACKSON COUN

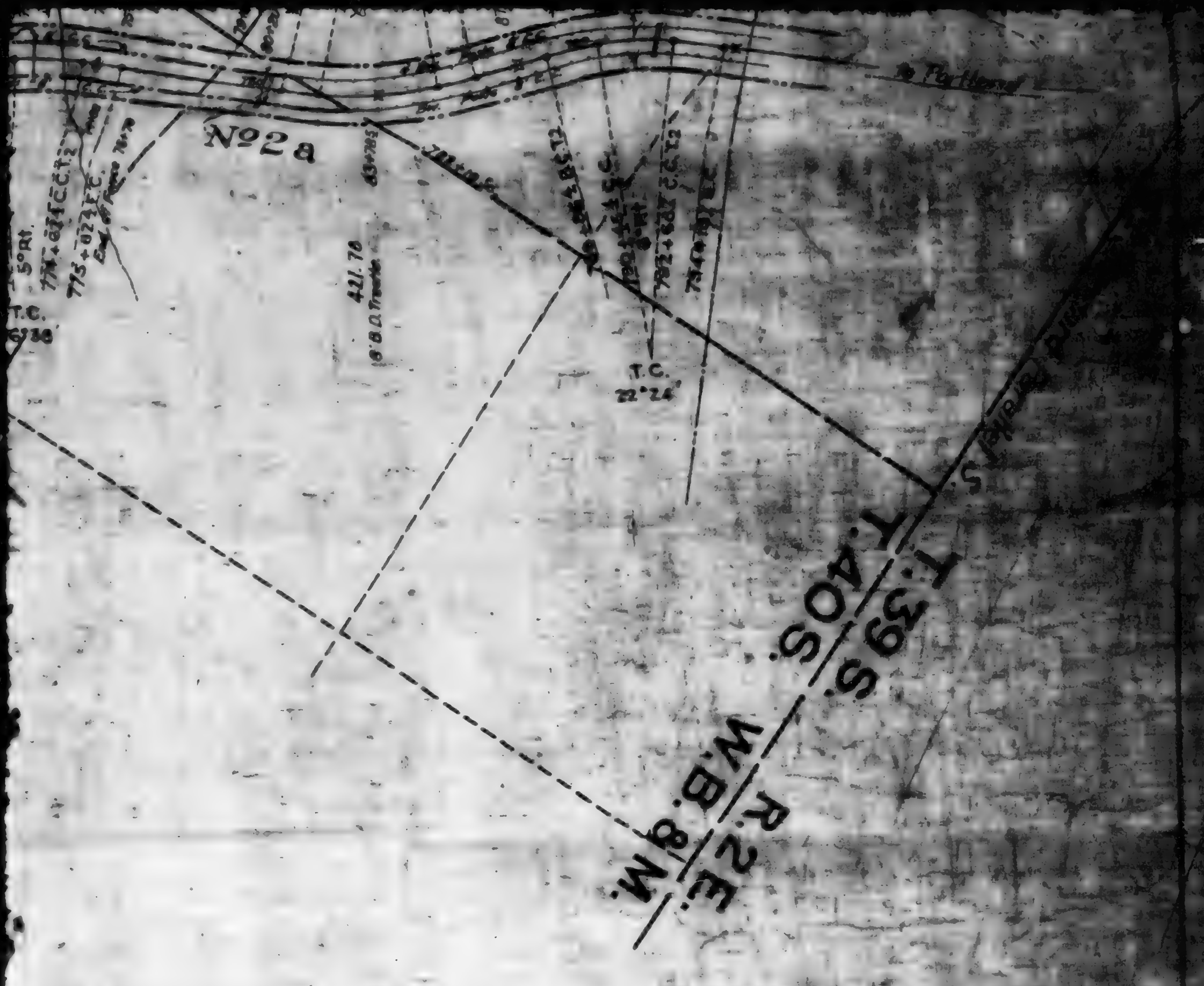
FROM STATION 583 + 68.7 TO ST

Scale: 1 Inch = 400

VALUATION DEPAR

SAN FRANCISCO, CALIF

a and 2b.
to Const., use a private roadway beneath tracks.



RIGHT OF WAY AND TRACK MAP

MAIN LINE

SOUTHERN PACIFIC COMPANY

OPERATED BY

SOUTHERN PACIFIC COMPANY

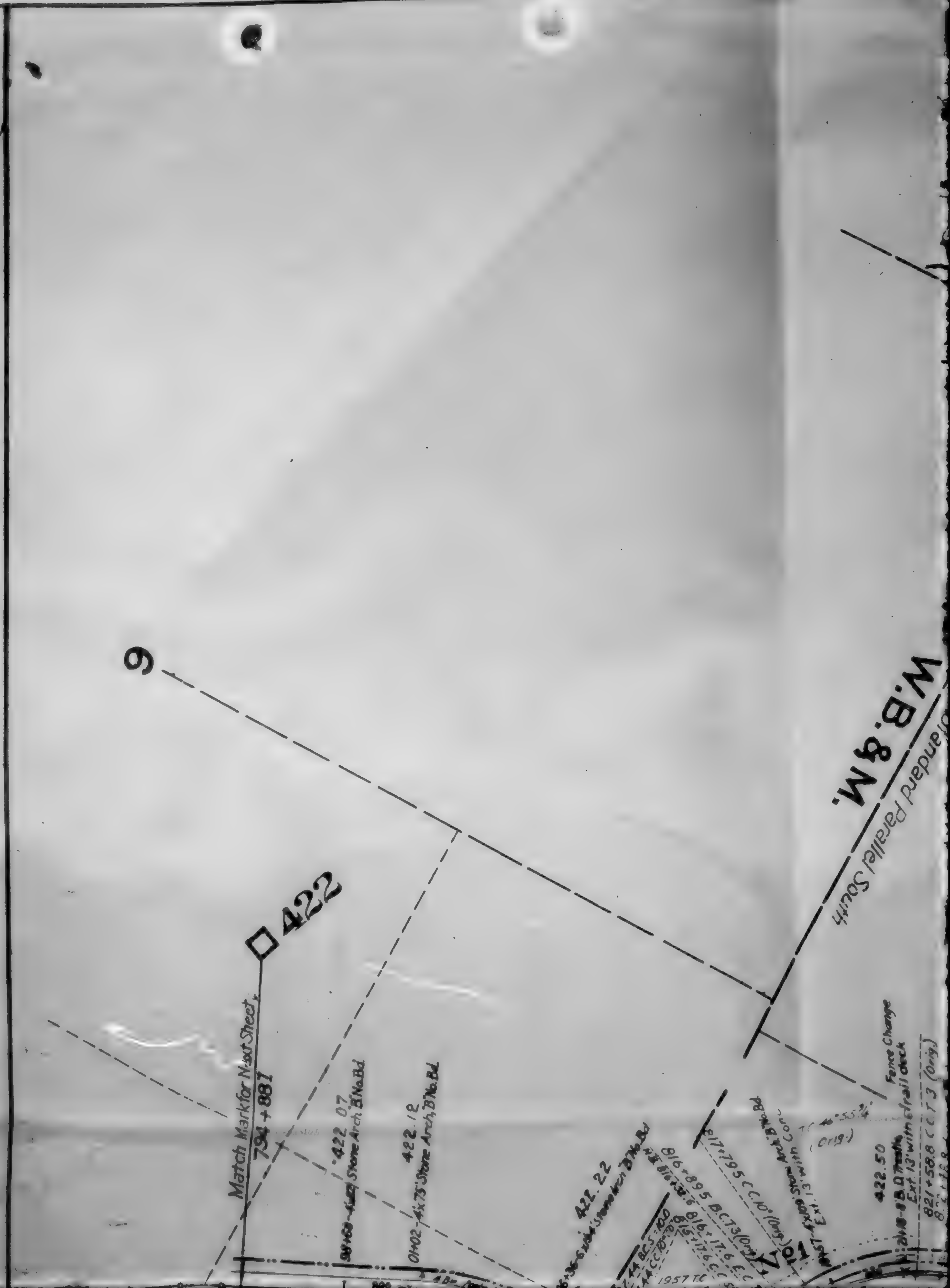
SHASTA DIVISION, JACKSON COUNTY, OREGON

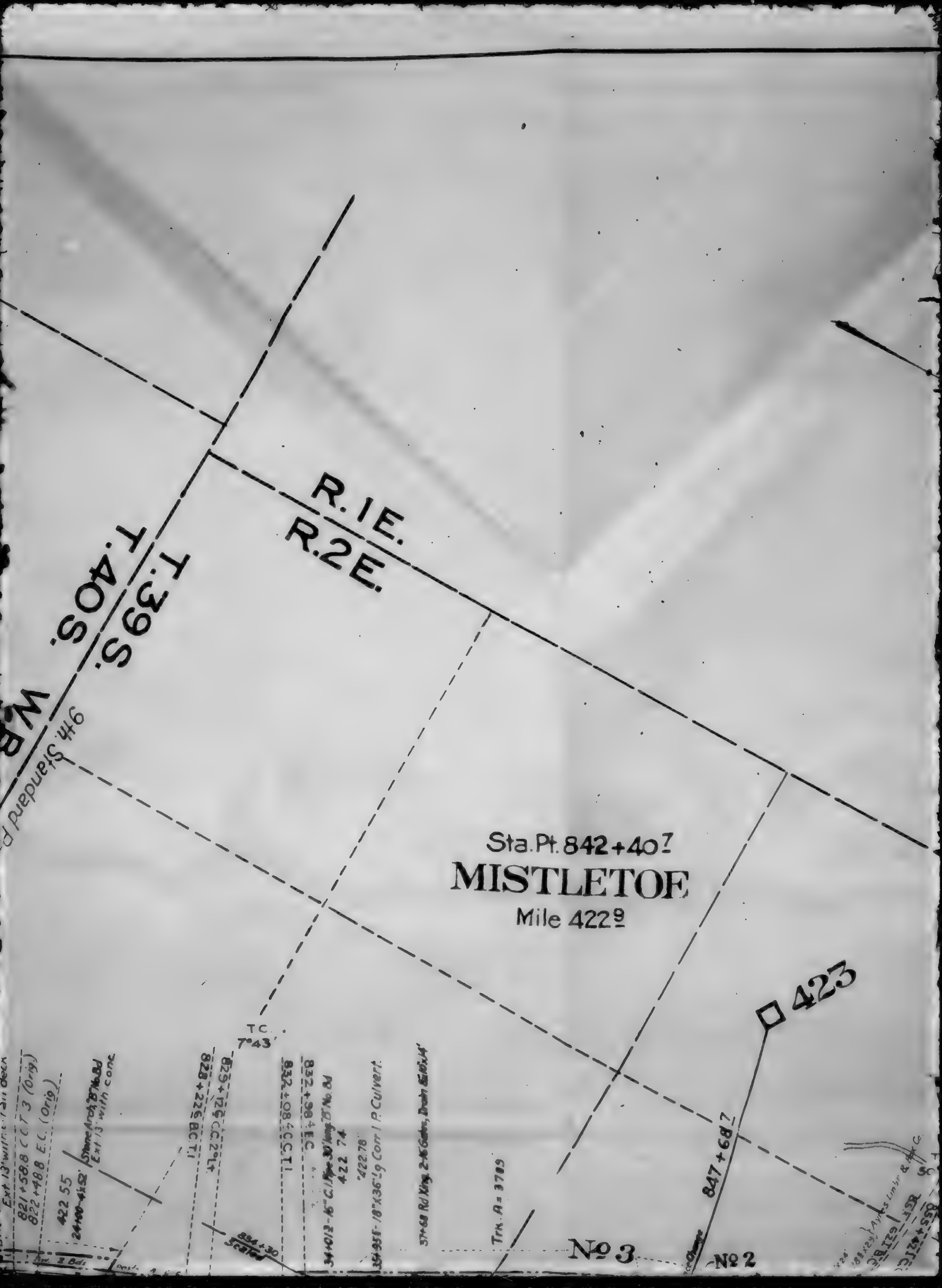
FROM STATION 583+68.7 TO STATION 794+88.7

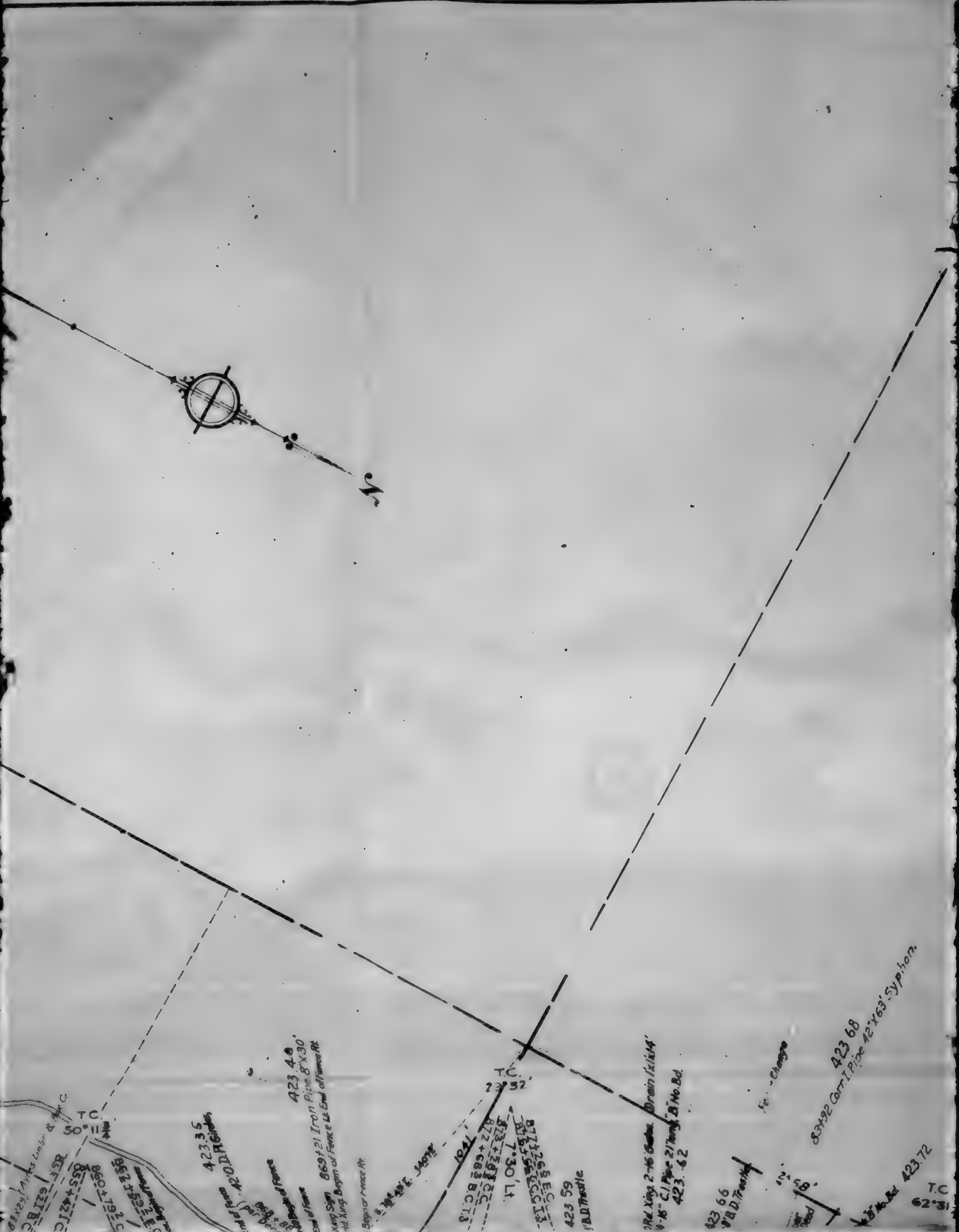
Scale: 1 inch = 400 feet

VALUATION DEPARTMENT
SAN FRANCISCO, CALIFORNIA

V-15
5

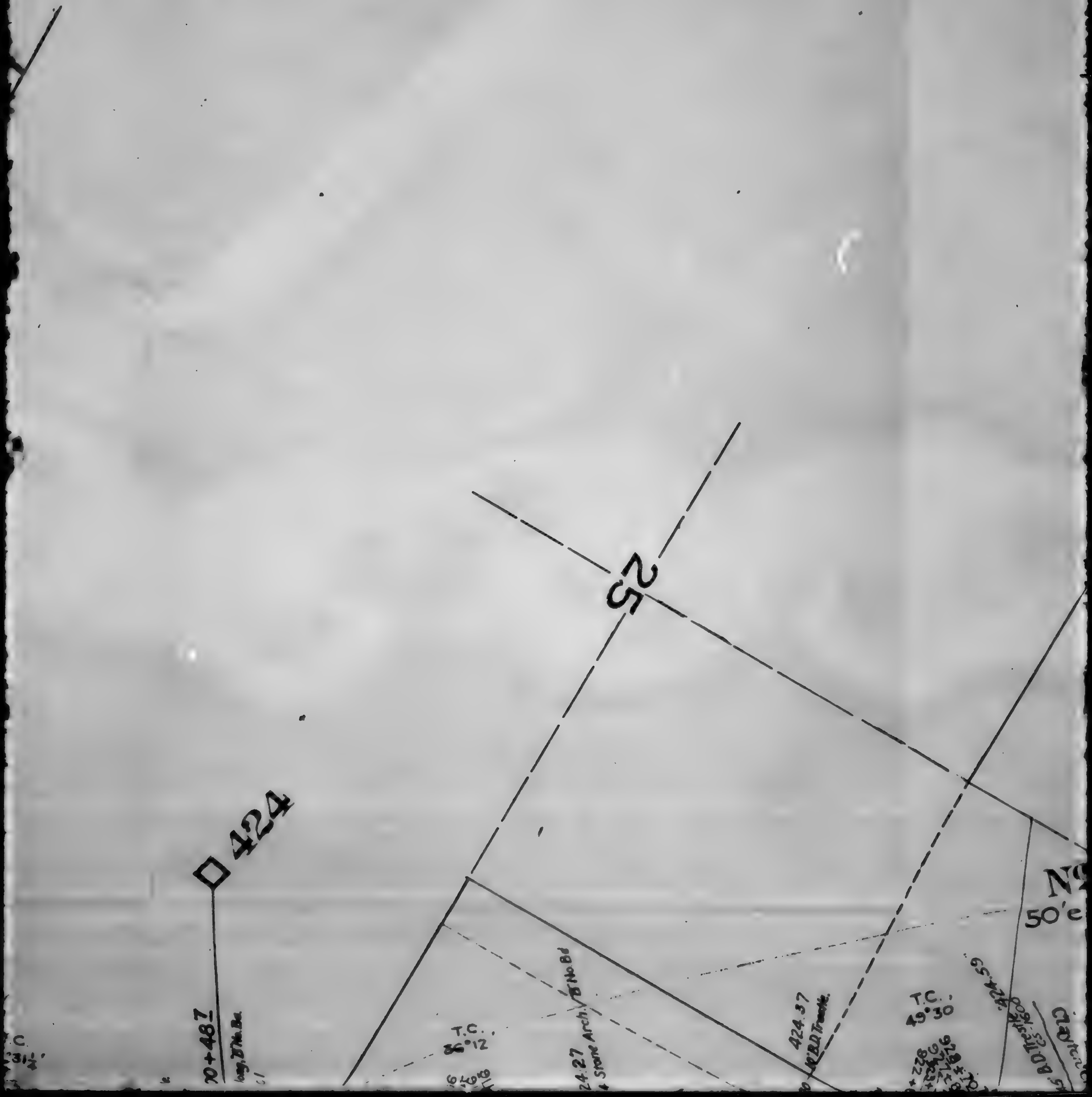

6
W.B.&M.
4th Standard Parallel South
422
Match Mark for Next Sheet
794+88.1
422.07
98+60 – 4x6 Stone Arch, B'No.Bd
422.12
01+02 – 4x7.5' Stone Arch, B'No.Bd
422.22
6+36 – 6x6 Stone Arch, B'No.Bd
14 B.C.S. 10.0
A.C.C. 10°
1957 T.C.
816+89.5 B.C.T.3 (Orig.)
816+17.6 E.C.
817+79.5 C.C. 10° (Orig.)
Stone Arch B'No.Bd
Ext. 13' with Conc.
No1
T.C. 55.5
(Orig.)
422.50
B.D. Trestle
Ext. 13' with Steel rail deck
821+58.8 C.C.T.3 (Orig.)
Fence Change


R.1E.
R.2E.
T.39S.
T.40S.
W.R.
9th Standard P
Sta.Pt. 842+40.7
MISTLETOE
Mile 422.9
423
847+68.7
T.C.
7°43'
Ext. 13' with 1 21' deck
821+58.8 C.C.T. 3 (Orig.)
822+48.8 E.C. (Orig.)
422.55
24+00-4'x52'
Stone Arch, B No. Rd
Ext. 13' with conc
828+226 B.C.T. 1
829+12.6 C.C. 2°47'
832+08.4 C.C.T. 1
832+98.4 E.C.
34+01.3-18" C.I. Pipe 30' long, B. No. Rd
422.74
422.78
35+95.5-18"x36'.9 Corr. 1 P. Culvert
37+68 Rd Xing 2-16' Gates, Drain Bdx4'
Trk. A=3789
834+30
Scale
No 3
No 2
Ayres Lmbr & B. Co.

T.C.
50°11'
Ayres Lmbr & Gr. Co.
855+42 I.C.
860+79 2 C
862+59 2 E.C.
423.35
42' O.D.R. Girder
End of Fence
869+21 Iron Pipe 8"x30'
423.40
End of Fence Rt.
End of Fence
Begin of Fence Rt.
1041
872+68.3 B.C.T.3
873+28.3 C.C.
T.C.
23°52'
7°30' Lt
877+26.5 E.C.
423.59
B.D. Trestle
Drain 1x1x14'
B. No. Bd.
423.42
423.66
B.D. Trestle
Change
423.68
83+92 Corr. I. Pipe 42"x63' Syphon.
12°58'
No. Bd.
423.72
T.C.
62°31'

Note 1 The Oregon & California Railroad Company was purchased by the Southern
Jan. 3, 1927 by B.&.S. Deed Aud. No. 19397 and recorded July 7, 1927 i
page 311- Records of Jackson County, Oregon.

Note 2: 10. 276 acs. orig. acq'd, all disp. of by deed 24693
Note 3: 10. 276 acs. disp. of shown hatched, being all of Par. 7; excepting and reser
minerals and mineral ores, oil, petroleum, natural gas and other hydroca

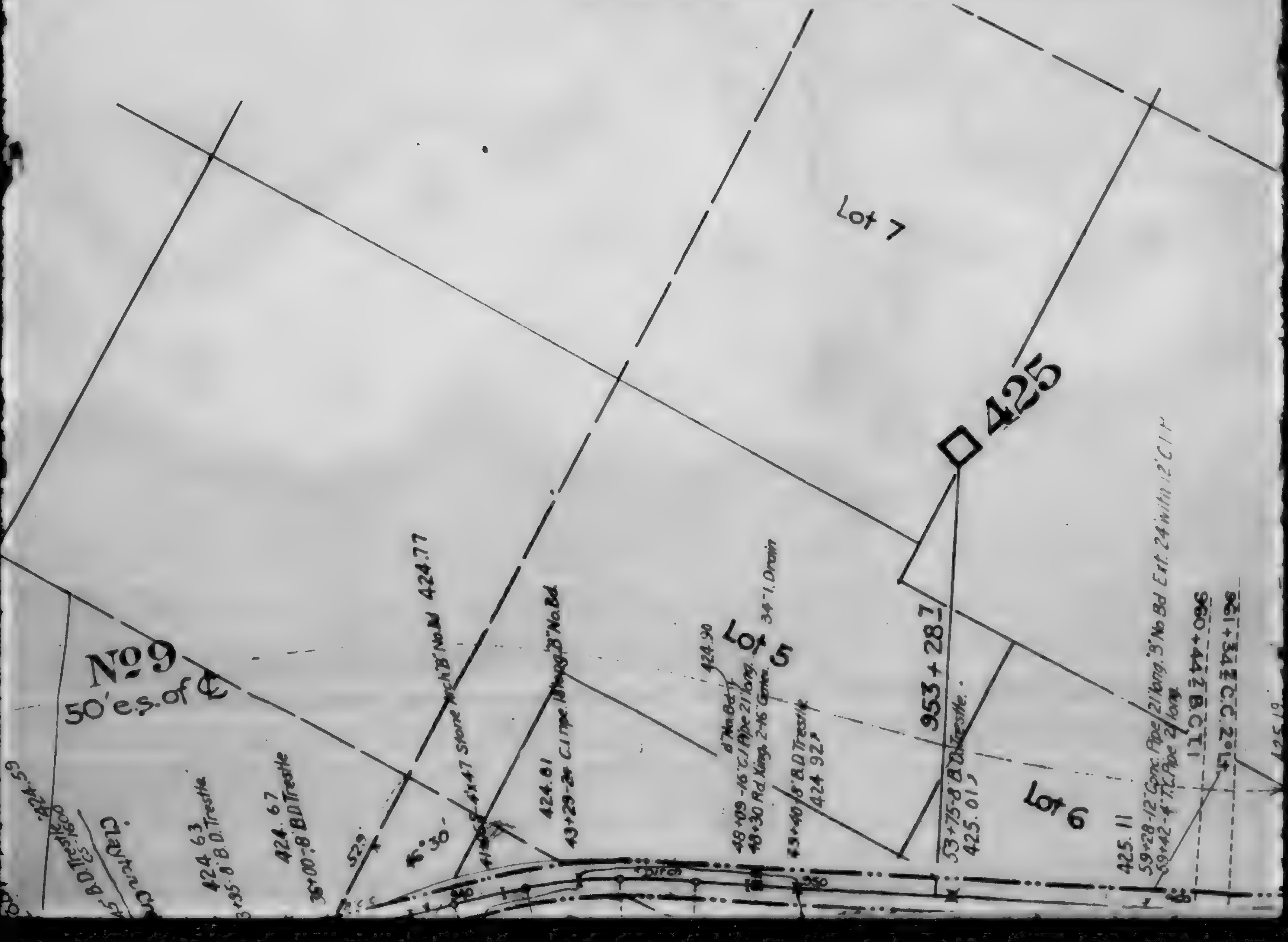


outhern Pacific Company
4927 in Deed Book 166

reserving title and exclusive right to all
ydrocarbons.

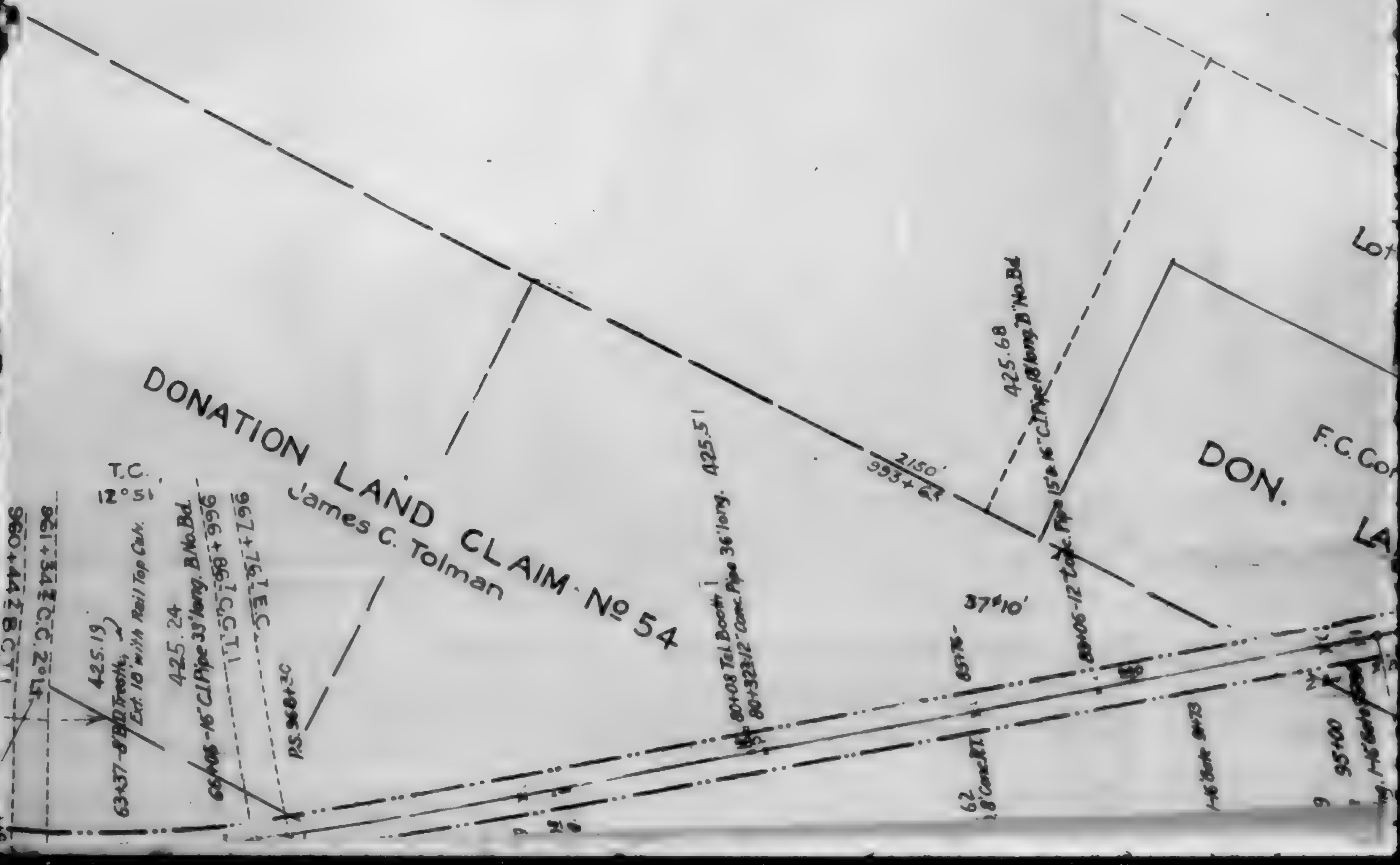
SCHE

No	Grantor	Grantee	Instru.
1	U.S Government	Ore. & Cal. R.R.Co.	Act of Con
1-a	E. Wells and wife	" " " "	Warr. Dee
2	U.S Government	" " " "	Act of Con
3	D.G. Spencer et al.	" " " "	Warr. Dee
4	H Casey and wife	" " " "	" "
5.	P. Dunn and wife	" " " "	Q. C. Dee
6	C. Neil	" " " "	" "
	J.R. Neil, et al.	" " " "	B&S. "
7	J. Houck	" " " "	Warr. Dee
8	J. Houck	" " " "	" "
9	J. Houck, executrix	" " " "	" "
10	J.C. Tolman and wife	" " " "	Q. C.Dee
11	George W. Dunn and wife	" " " "	B.&S.D
Und.7	S.P. Co.	State of Oregon	B.&S D
" 4	"	U.S.A. (Bur. of Recl.)	Easemen



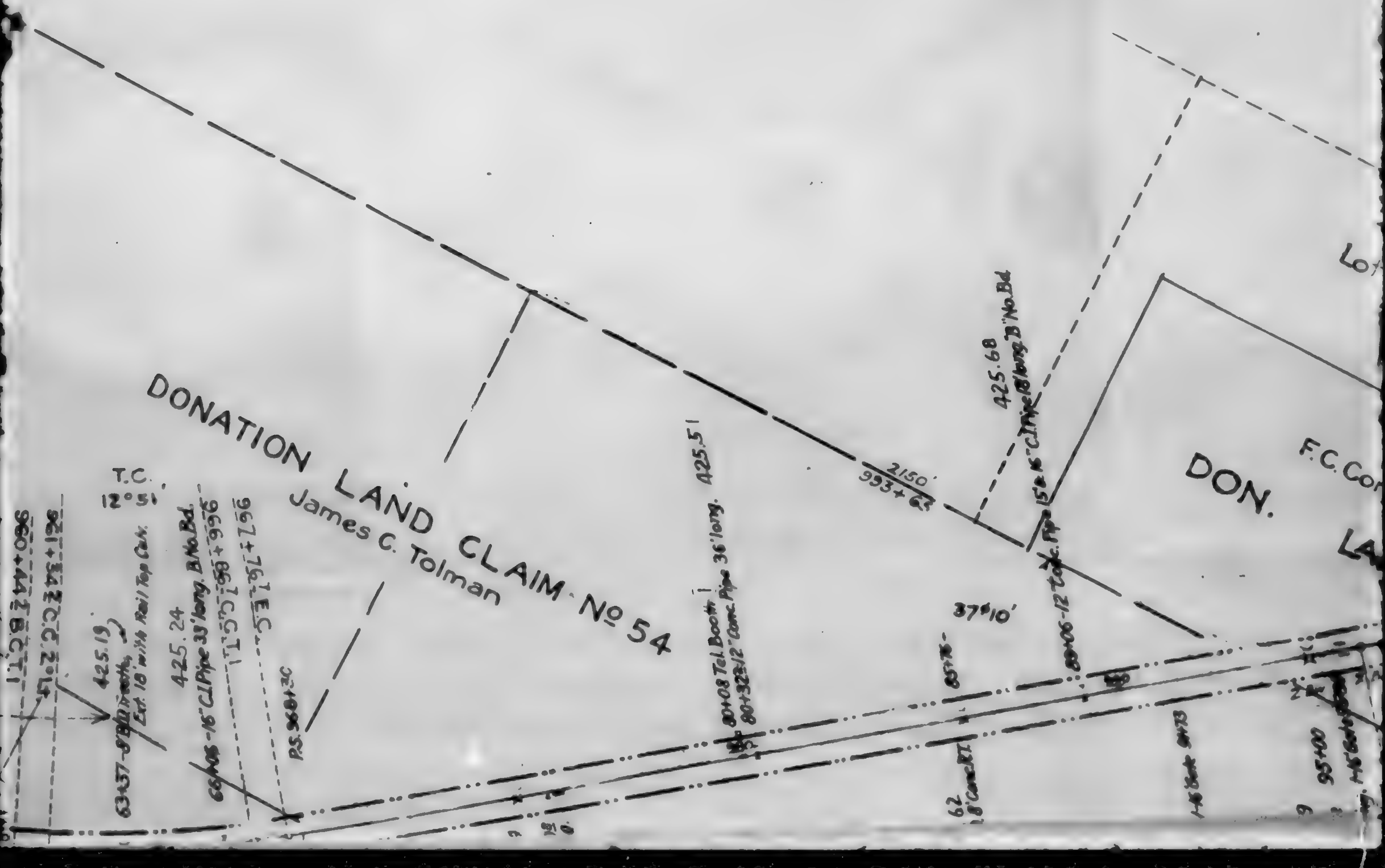
SCHEDULE OF PROPERTY

Instru.	Date	Record	Cust'd No	Area		Remarks
				Sq. Ft.	Acres	
					10.500	13.812 acs acqd 3.312 acs being same as ac incl. in
ct of Cong.	July 25, 1866				3.312	
Varr. Deed	Feb 18, 1888	DB.15 P240 Mar 9, 1888	10214			
					4.430	8.861 acs. acqd 4.431 acs. incl. in par. 3 being a 50
ct of Cong	July 25 1866					
					6.543	
Varr. Deed	July 9, 1887	DB 13 P728 July 14, 1887	10212			
					3.727	
" "	July 9, 1887	DB 13 P-725 July 13, 1887	10209			
Q. C. Deed	" 18 "	" 734 " 21 "	10208		3.508	
					3.393	
" "	" 11 "	" 767 Aug 8, 1887	10206			
B & S. "	Aug 6, 1887	" 14 P-265 Oct 25, 1887	10207			Same tract as next above.
Varr. Deed	" 11 "	" " 570 Dec. 20, "	10226		10.276	12.489 acres acq. 2.213 acres shown as P
" "	" "	" " " " " "	10226		2.213	" " " 10.276 "
" "	July 12 "	" 13 P795 July 21, 1887	10224		15.753	
Q. C. Deed	" 13	" 13 P732 " 19 "	10202		8.606	10.[illegible] acres acq 2.[illegible] acres shown as
B.&S. Deed	Dec. 21, 1918	D.E. 118 - P379 Dec. 23, 1918	31761	34000		A.F.E. No. 38116 - May 9, 1923.
B. & S Deed	Apr. 5, 1957		24693			See Note 3. AFE. 69192-1957.
Easement	July 5, 1960		27491			Grants use of 0.19 ac. (letter "B") for 42 in.

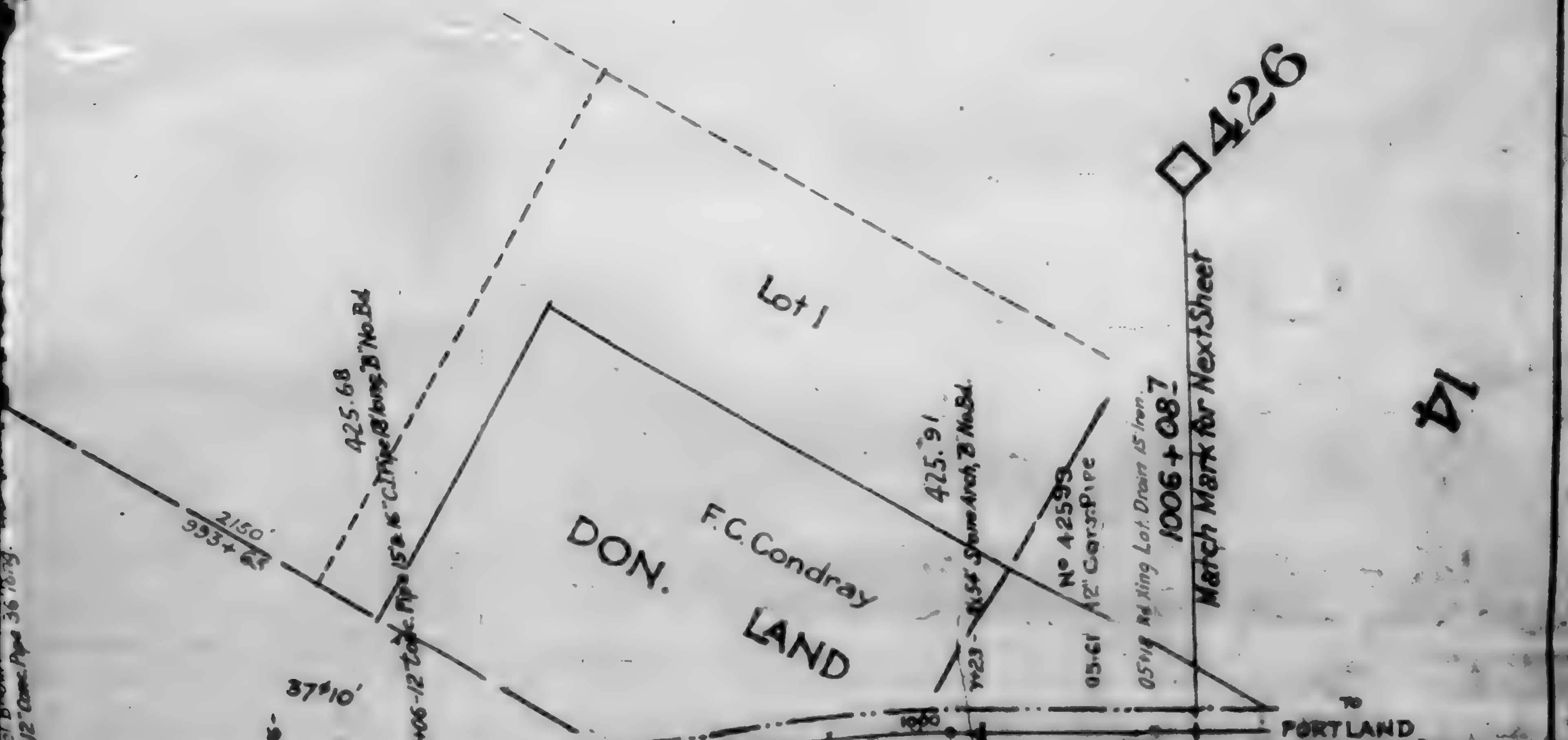

DONATION LAND CLAIM Nº 54
James C. Tolman
T.C.
12°51'
960+44.2 B.C.T.
962+33.4 C.C.
425.19
63+37 - 8' B.D. Trestle; Ext. 10' with Rail Top Culv.
425.24
65+05 - 16" C.I. Pipe 33' long. B No. Bd.
966+36.1 T.S.
967+76.2 E.C.
P.S. 968+2C
425.51
80+08 Tel. Booth
80+32 - 12" Conc. Pipe 36' long.
2150'
993+63
425.68
151+16" C.I. Pipe 18' long. "B" No. Bd.
37°10'
Lot
F.C. Co
DON.
LA
95+00

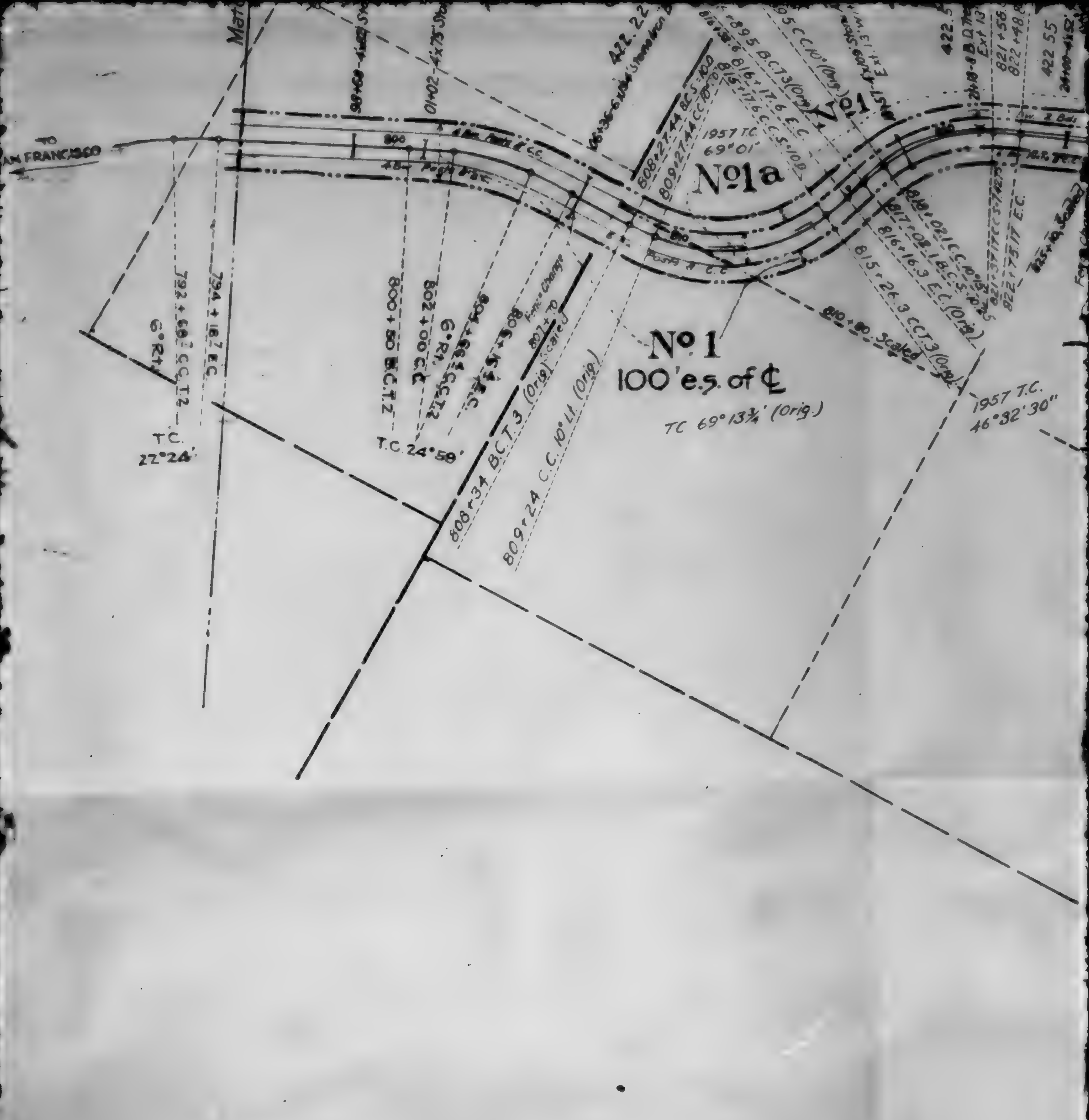
SCHEDULE OF PROPERTY

Instru.	Date	Record	Cust'd No	Area		Remarks
				Sq. Ft.	Acres	
					$10.^{560}$	13^{872} acs acqd 3^{312} acs being same as ac ind.
Act of Cong.	July 25, 1866					
Warr. Deed	Feb 18, 1888	DB15P240 Mar 9, 1888	10214		$3.^{312}$	
					4^{430}	8^{861} acs. acqd $4.^{431}$ acs. ind. in par. 3 being a
Act of Cong	July 25 1866					
Warr. Deed	July 9, 1887	DB13P728 July 14, 1887	10212		6^{543}	
" "	July 9, 1887	DB13P725 July 13, 1887	10209		3^{727}	
Q. C. Deed	" 18 "	" 734 " 21 "	10208		3^{508}	
" "	" 11 "	" 767 Aug 8, 1887	10206		3^{393}	
B & S. "	Aug 6, 1887	" 14 P 265 Oct 25, 1887	10207			Same tract as next above.
Warr. Deed	" 11 "	" " 570 Dec. 20, "	10226		10^{276}	12^{489} acres acq. 2^{213} acres shown as
" "	" "	" " " " " " "	10226		2^{213}	" " " 10^{276} "
" "	July 12 "	" 13 P 735 July 21, 1887	10224		15^{753}	
Q. C. Deed	" 13	" 13 P 732 " 19 "	10202		8^{606}	10^{834} acres acq 2^{228} acres shown as
B. & S. Deed	Dec. 21. 1918	D.E. 118 - P379 Dec. 23. 1918	31761	34000		A.F.E. No. 38116 - May 9. 1923.
B. & S Deed	Apr. 5, 1957		24693			See Note 3. AFE. 69192-1957.
Easement	July 5, 1960		27491			Grants use of 0.19 ac. (letter "B") for 42 in

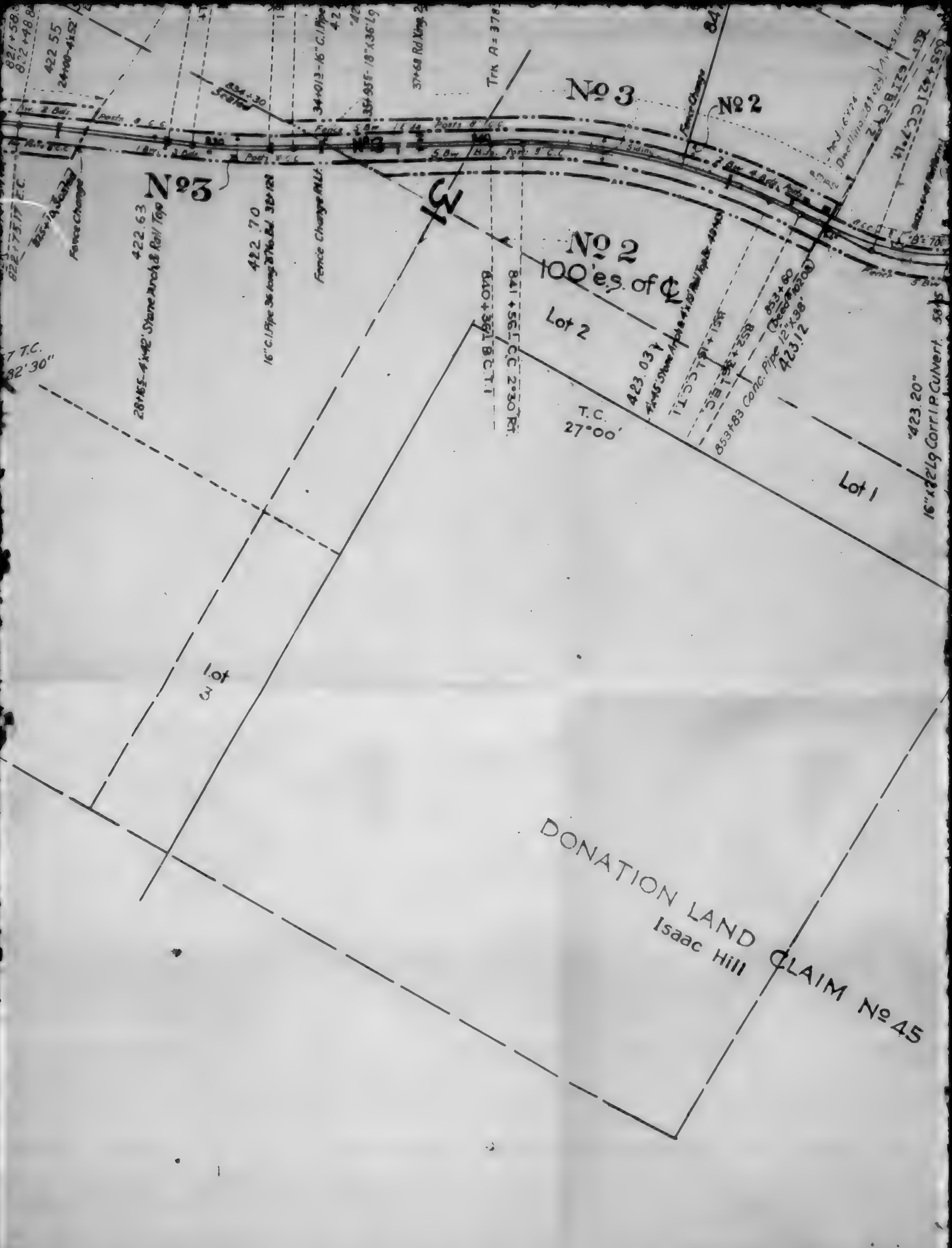


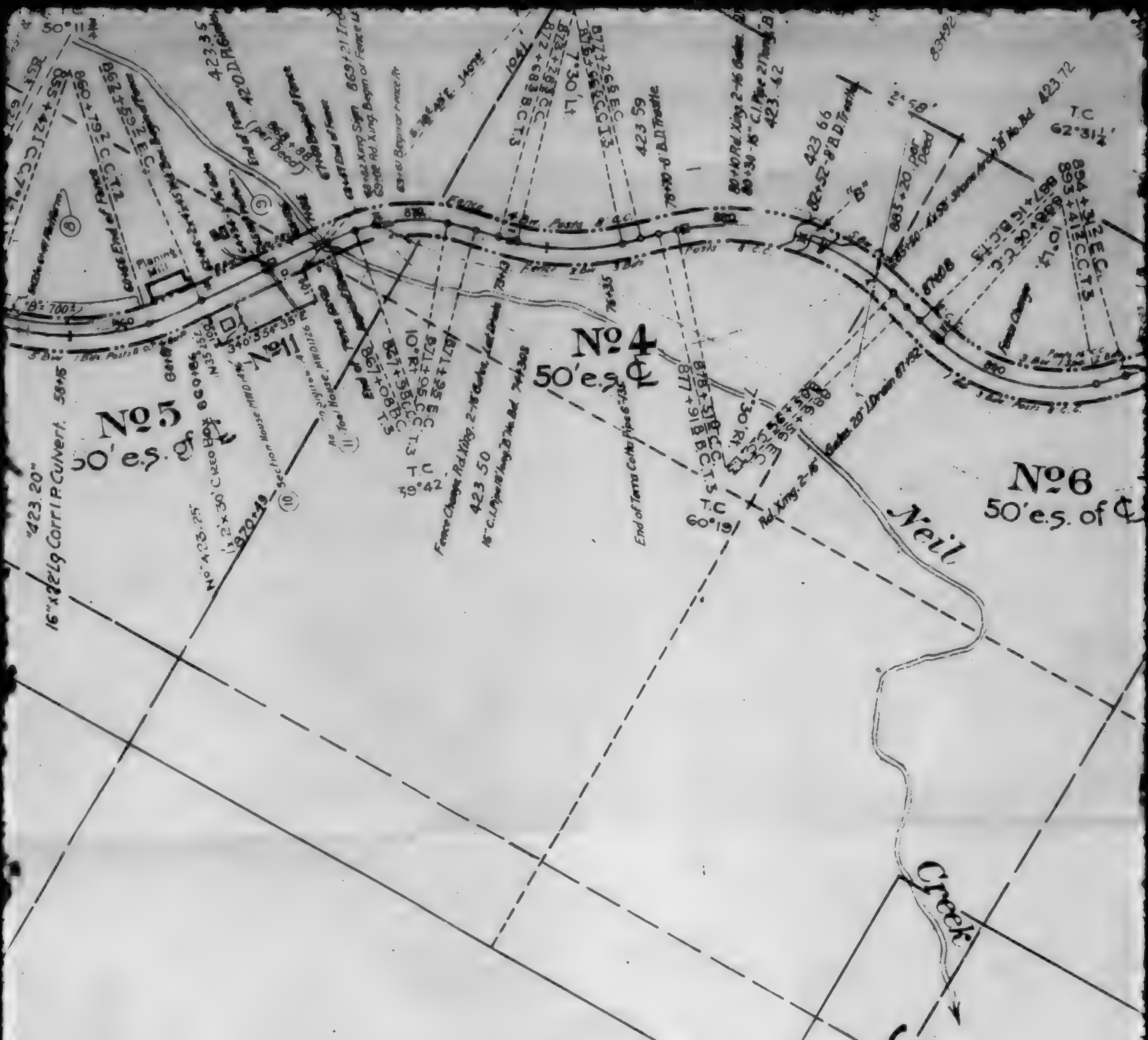
Area		Remarks
Sq. Ft.	Acres	
	$10.^{500}$	$13.^{812}$ acs acqd 3^{312} acs being same as & incl. in Par. 1a
	$3.^{312}$	
	4^{430}	8^{861} acs. acqd 4^{431} acs. incl. in par. 3 being a 50' strip on each side of ℄ bet. Sta. 834+30 & 853+60
	6^{543}	
	$3.^{727}$	
	3^{508}	
	3^{393}	
		Same tract as next above.
	10^{276}	12^{489} acres acq. 2^{213} acres shown as Parcel No 8 next below. See Note 2.
	2^{213}	" " 10^{276} " " " " 7 " above
	15^{753}	
	8^{606}	10.[illegible] acres acq 2.[illegible] acres shown as Par. 2 on Map 7.
34000		A.F.E. No. 38116 - May 9. 1923.
		See Note 3. AFE. 69192-1957.
		Grants use of 0.19 ac. (letter "B") for 42 in. irrigation lateral pipe xing.



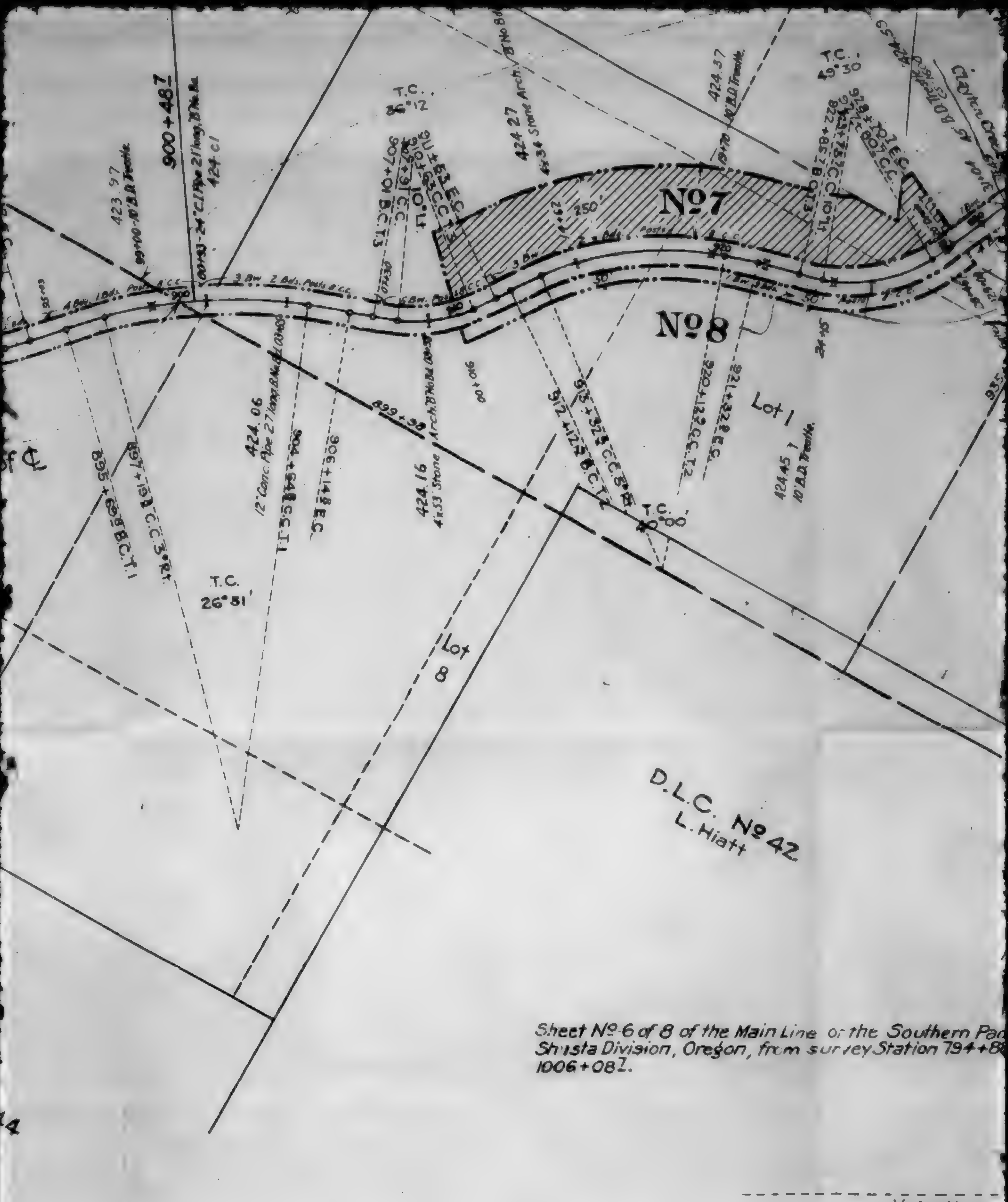

TO SAN FRANCISCO
No1a
No1
No 1
100' e.s. of ℄
1957 T.C.
69°01'
TC 69°13¾' (Orig.)
1957 T.C.
46°32'30"
T.C.
22°24'
T.C. 24°58'
792+68 C.C.T.2
6°Rt.
794+18.7 E.C.
800+80 B.C.T.2
802+00 C.C.
6°Rt.
804+58 C.S.T.2
805+54 E.C.
807+70 Scaled
Fence Change
808+34 B.C.T.3 (Orig.)
809+24 C.C. 10° Lt. (Orig.)
808+27.44 B.C.S. 100
809+27.44 C.C. 10°
816+17.6 E.C.
815+17.6 C.C.S. 10B
810+80 Scaled
815+26.3 C.C.T.3 (Orig.)
816+16.3 E.C. (Orig.)
817+08.1 B.C.S. 10.25
818+02.1 C.C. 10°
821+37.17 C.C.S. 7.4275
822+73.17 E.C.
821+56
822+48
422.22
422.55
422.5
800
Posts & C.C.
01+02 4x7.5 Sto.
98+60 4x6.0 Sto.

60691
6


№ 3
№ 2
№ 3
№ 2
100' e.s. of ℄
Lot 2
Lot 1
Lot 3
T.C. 27°00'
T.C. 32°30"
Trk R = 378
422.55
422.63
422.70
423.03
423.12
423.20
Fence Change
Fence Change
Fence Change R.L.
28+85 - 4'x4' Stone Arch & 8 Rail Top
16" C.I. Pipe 36' long 3' to Rd.
34+013 - 16" C.I. Pipe
35+955 - 18" x 36' Lg
37+68 Rd Xing
840+38 B.C.T.
841+56 E.C. 2°30' Rt.
853+83 Conc. Pipe 12" x 38'
853+60
16" x 22' Lg Corr. I.P. Culvert
Siding
Posts 8' C.C.
DONATION LAND CLAIM № 45
Isaac Hill

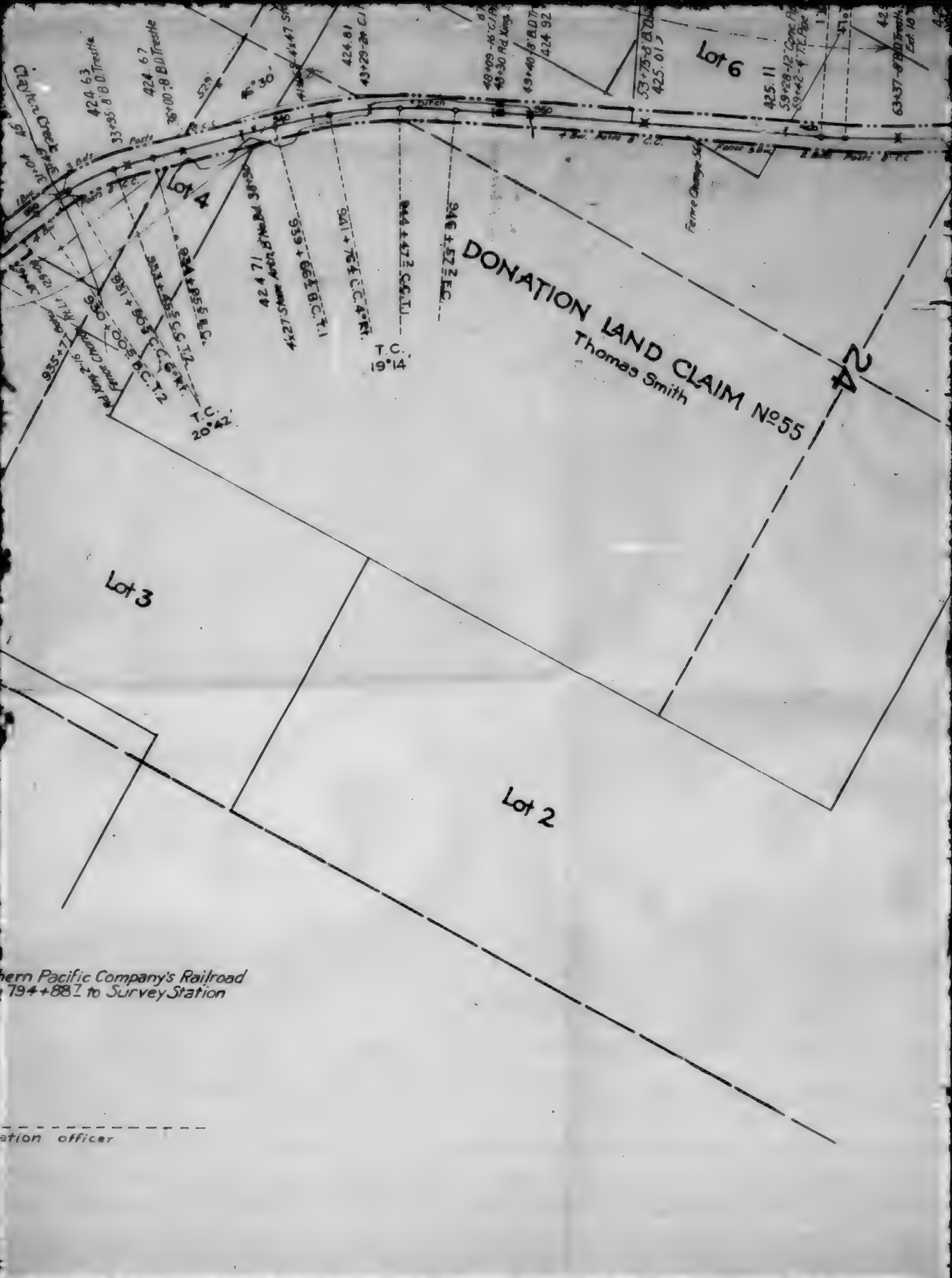


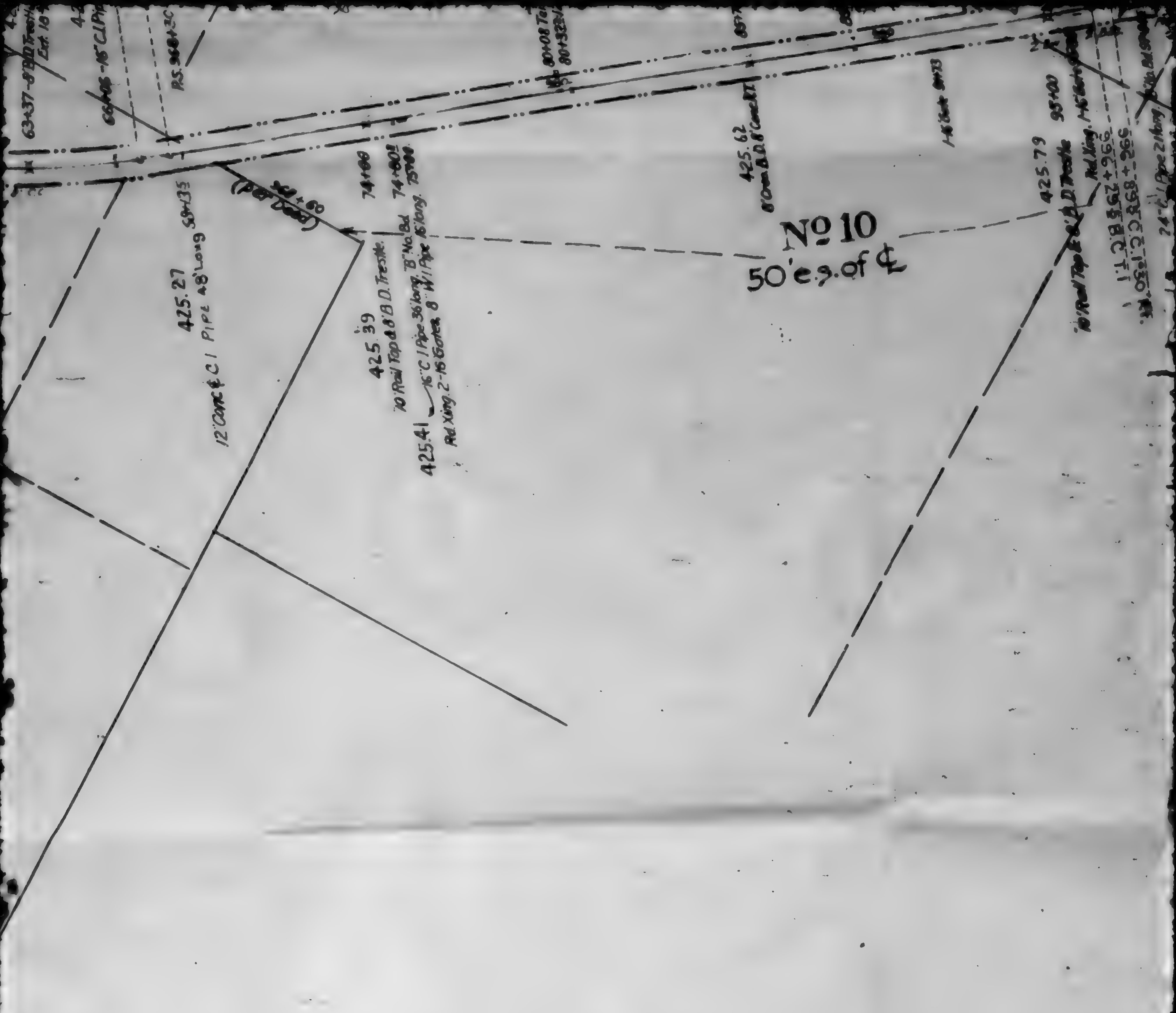
Nº4
50' e.s. ℄
Nº5
50' e.s. of ℄
Nº6
50' e.s. of ℄
Nº11
Neil
Creek
30
D.L.C. Nº44
Richard Evans
º45
T.C.
60°19'
T.C.
39°42'
T.C.
62°31½'
50°11'
423.20
16"x22' Lg Corr. I.P. Culvert
423.50
423.59
423.66
423.72
423.42
423.35
Planing Mill
Section House
Tool House
End of Terra Cotta Pipe
Fence Change
Rd. Xing
7°30' Rt.
7°30' Lt.
10° Rt.
10° Lt.



Sheet Nº 6 of 8 of the Main Line of the Southern Pa
Shasta Division, Oregon, from survey Station 794+8
1006+08.7.

Valuation


Lot 6
Lot 4
Lot 3
Lot 2
DONATION LAND CLAIM No 55
Thomas Smith
24
T.C. 19°14
T.C. 20°42
hern Pacific Company's Railroad
794+88.7 to Survey Station
ation officer
Fence Change
424.63
424.67
424.81
424.71
424.92
425.01
425.11



RIGHT OF WAY AND TRA

MAIN LINE

SOUTHERN PACIFIC CO

OPERATED BY

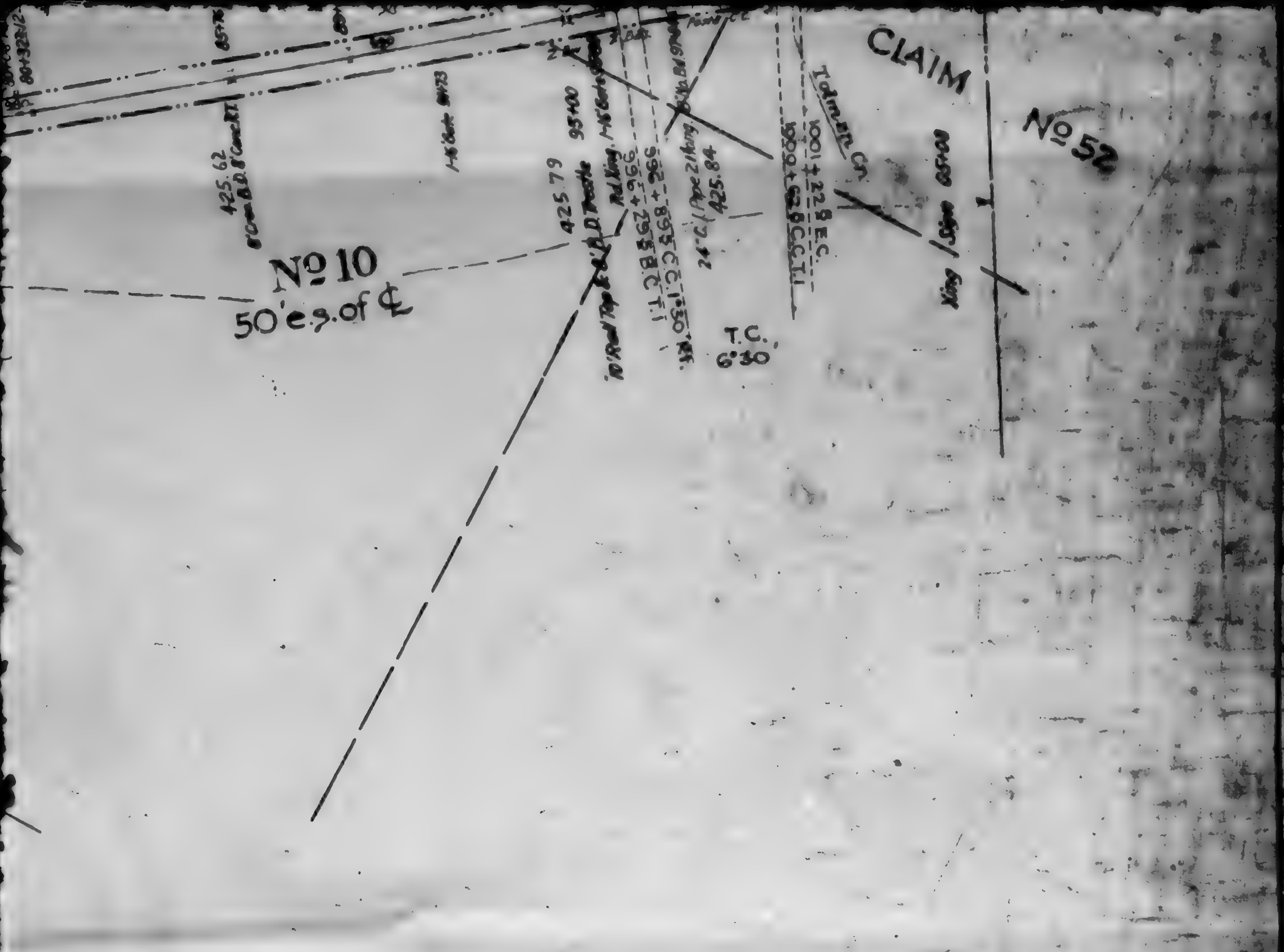
SOUTHERN PACIFIC CO

SHASTA DIVISION, JACKSON COUNTY,

FROM STATION 794+88^{7} TO STATIO

Scale: 1 Inch = 400 feet

VALUATION DEPARTME
SAN FRANCISCO, CALIFORN



RIGHT OF WAY AND TRACK MAP

MAIN LINE

SOUTHERN PACIFIC COMPANY

OPERATED BY

SOUTHERN PACIFIC COMPANY

SHASTA DIVISION, JACKSON COUNTY, OREGON

FROM STATION 794+88.7 TO STATION 1006+08.7

Scale: 1 Inch = 400 feet

VALUATION DEPARTMENT
SAN FRANCISCO, CALIFORNIA

V-15
6

303-1711 Molalla (5th St.) Grading & Pav.
Proj.
#5030 1961

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

OTED
old C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-23-62	R CC-731		303-1711-295

INVOICE NUMBER
72973

City of Molalla
Molalla, Oregon
Attention: K. R. Treadwell, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			7,400.00
City share of cost of Fifth Street Grading and paving project. Covered by agreement dated February 27, 1961.			
Costs as per attached statement: 26,644.95			
Agreed State share 20,000.00			
Agreed City share			6,644.95
To be refunded			755.05

NOTED
R. H. PRANGE

ACKNOWLED[illegible]

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

NOTED
H. S. COX

RECEIVED
OCT 24 1961
ENGINEER
COUNTY & CITY RELATIONS

FORM E-20 [illegible] 3-61 34307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 20, 1961

SUBJECT: Molalla (5th St.) City Street
Clackamas County
Contract #5930

To: Mr. Tom Edwards
Construction Engineer
Salem, Oregon

NOTED
R. H. PRANGE

NOTED
[illegible] JONES

Herewith Order for State Force Work No. 1 in the amount of $2,000 to cover the excavation backfill and paving of sunken areas which are failing between Stations 5+00 and 6+00 of the subject project. Also enclosed are copies of exploration logs and a report by the Division Geologist.

As can be seen in the photographs, the new pavement has settled and some alligatoring has occurred. The failure is localized in the area where loaded log trucks stop for a through street. Mr. Cornett, Resident Engineer on the project, has informed me that local residents told him that this area has always been wet due to spring water. In addition to the spring water the City had allowed a break in their water main to run for a considerable length of time, and this water also fed the general area where the failure has occurred. Mr. Cornett recognized this condition during construction and sub-excavated approximately one foot and backfilled with 2½"-0 base rock.

It is proposed to repair the damage by sub-excavation to a depth of about 3 to 3½ feet. A sand blanket approximately 6 to 8 inches thick will then be placed to seal out the mud and the remainder of the excavation backfilled with base rock material. Work has not yet started; however, Mr. Rohrbough, District Maintenance Superintendent, anticipates being able to start Monday, October 23.

The project has underrun the original authorization and including this $2,000 Order for State Force Work will still have a 2.26% underrun. In a teletype giving approval to start this work, Mr. Klaboe mentioned that Mr. Cox, County-City Relations, will take care of the financing and make the necessary contacts with City officials.

NOTED
DON HARWELL

E S Hunter
E. S. HUNTER
Assistant Division Engineer

NOTED
JOHN D. GRAHAM

ESH/lh
Encl.
cc: Clay Cornett

cc Cox.

[illegible] DIVISION
RECEIVED
OCT 24 1961

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
V. R. JONES

MEMO TO FILES; 10/2/61

RE: $250,000 Fund (1961) Project
City of Molalla
Contract #5930

In response to a request from Mr. K. R. Treadwell, City Recorder of Molalla, I called on him this date.

He requested that I inspect the project just completed as the City Council believed we should be notified re a short section of the street "rapidly going to pieces." I found a section of West 5th Street northwesterly of Molalla Avenue badly deformed -- pushed and sunken for about 65 feet.

As this project was not completed until July 21, 1961, I believe we should take steps to correct this condition.

H. C. Ayers
H. C. Ayers
County & City Relations Field Engineer

HCA:mm

This section has now been reconstructed

NOTED
JOHN D. GRAHAM

RECEIVED
AUG 22 1961
FOR FILING

5930

August 22, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5930 for grading-paving 5th Street in Molalla, Clackamas County, was completed by the contractor, The Dutton & Adkins Corp., on July 21, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $636.91 will be released to the contractor on or after August 29, 1961. The total contract amount is $21,230.34, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Dutton & Adkins Corp.,
P. O. Box 31
Molalla
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July ~~21~~ 28, 1961

Section Molalla (5th Street)

Kind of work Grading & Paving

Highway City Street County Clackamas

Section prefix 303-1711

Contractor The Dutton & Adkins Corporation

Contract number 5930

Date of contract May 29, 1961

Specified work days 55

Date work started June 5, 1961

Work days used 29

Project authorization $26,230.50

Exclusive of engineering $24,365.22

Per cent of time elapsed 53%

Estimated cost of completed project, exclusive of engineering $ 21,230.34

Estimated per cent overrun or underrun Under 9 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,865.28

Engineering cost to date $ 2,243.85 %

Date project was completed July 21, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
———	———	100%	———	100%	100%	———

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contract complete, Semi-Final Estimate
Submitted July 28, 1961.

"LAST REPORT"

NOTED
JOHN R. OAKES

NOTED
[illegible]

CONSTRUCTION DIVISION
RECEIVED
JUL 31 1961
NOTED-- CE CE ACE COE

Noted
M. N. Juve

Signed Clay M. Cornett Resident Engineer

Address P.O. Box 4699 Sellwood Station, Portland 2

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.28	0.28			0.28
Miles partially completed	0.28	0.28			
Miles completed					
Total estimated quantities (contract)	2,800 CY	3,640 CY			1,260 T
Total quantities corrected to date	2,551 CY	3,209 CY			1,230 T
Estimated quantities moved or placed to date	2,551 CY	3,209 CY			1,230 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

9

RECEIVED
JUN 12 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

[illegible]-1711
5930

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 12, 1961

The Dutton & Adkins Corp.,
P. O. Box 31
Molalla
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5930, awarded May 29, 1961,
for grading-paving 5th Street in Molalla,
Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN 6 1961

FOR FILING

303-1711

5-4-20

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1961

SUBJECT: $250,000 Fund Project
City of Molalla

To: Mr. R. L. Porter
Office Engineer

The required advance deposit has now been received from the city of Molalla on the Fifth Street project. This project is now clear for award of a contract.

Original signed
C. G. Swenson
C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: V. D. Wolfe

RECEIVED
JUN 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
V. R. JONES

May 24, 1961

Mr. K. R. Treadwell
City Recorder
Molalla, Oregon

Fifth Street Project

Dear Mr. Treadwell:

Please refer to our letter this date and note that we have made an error in addition. The costs should be as follows:

Construction Items	$ 23,216.00
Flagging	100.00
Engineering & Contingencies, 12-1/2%	2,914.50
Survey	1,200.00
TOTAL ANTICIPATED COST	$ 27,430.50

Therefore your advance deposit should be $7,400 instead of $6,300. Please excuse this mistake and forward a check in the amount of $7,400.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HCA:mm

Check recd 5/29/61

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

May 24, 1961

Mr. K. R. Treadwell
City Recorder
Molalla, Oregon

NOTED
V. R JONES

Dear Mr. Treadwell:

On May 23, 1961, the State Highway Commission received bids on the Special City Allotment project on Fifth Street in Molalla. The low bid was submitted by the Dutton & Atkinson Construction Company of Molalla and the revised estimate of cost based on this bid is as follows:

Construction Items	$23,216.00
Flagging	100.00
Engineering & Contingencies, 12-1/2%	2,914.50
Survey	1,200.00
Total Anticipated Cost.	$26,350.50
	27430.50

As per the agreement between the City and State, City is to pay all costs of the project in excess of $20,000. As the contract cannot be awarded until the advance deposit is in our hands, will you please send a check in the amount of $6,300 made payable to the Oregon State Highway Commission to this office at your earliest convenience.

7

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HCA:mm

RECEIVED
FEB 28 1961
FOR FILING

352-1711

5730

February 28, 1961

Mr. K. R. Treadwell
City Recorder
City Hall
Molalla, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Molalla a fully executed copy of an agreement between the State Highway Commission and the City of Molalla covering the Special City Allotment project on Fifth Avenue.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1961

SUBJECT: $250,000 Fund Agreement
City of Molalla

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Fifth Avenue. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 11/3/60.

John D. Graham
County & City Relations Office Engr.

JDG:mm
Att.

RECOMMENDED
G S Paxson
Assistant State Highway Engineer

11-3-60 Min. Page 32894
Floyd Query

RECEIVED
MAR 1 1961

FOR FILING
303-4971
[illegible]
5780

2-[illegible]-61

Salem, Oregon
February 28, 1961

$250,000 Fund Agreement
City of Molalla

MISC. CONTRACTS and
AGREEMENTS No. 344

Mr. C. G. Swenson
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Molalla covering the Special City Allotment project on Fifth Avenue in the City of Molalla.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Molalla.

Secretary

rn
Attach: 1

1-11-61

RECEIVED
3 -1711
59

NOTED
W. C. WILLIAMS

ADDENDUM "A" TO LOCATION PROSPECTUS
HART AVENUE-BERKELEY AVENUE SECTION
FIFTH STREET, MOLALLA
CLACKAMAS COUNTY

The following addendum is submitted to revise the location prospectus concerning the above-mentioned section of Fifth Street in the City of Molalla:

Paragraph 1: Correct as per original prospectus.

Paragraph 2: Sentence reading "From Hart Avenue, etc." change to read "From Hart Avenue to Molalla Avenue excavate shoulder area outside existing oil mat pavement, place 15" base course, 2" leveling course, and place 3" asphaltic concrete from curb to curb, 40 feet in width". Remainder of paragraph correct as per original prospectus.

Paragraph 3: Correct as per original prospectus.

Paragraph 4: (An addition to the original prospectus)

From Hart Avenue to Molalla Avenue, and from Sweigel Avenue to Berkeley Avenue the city will construct curbs and the necessary drainage prior to the State's contract.

January 11, 1961

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

R
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

303-1711

January 9, 1961

Mr. K. R. Treadwell
City Recorder
City Hall
Molalla, Oregon

Dear Mr. Treadwell:

As per the City Council's request, we will construct Fifth Street between Hart and Molalla Avenue to a width of forty feet between curbs in place of the 22-foot pavement and 4-foot shoulders as initially requested by the City. This will be done with the understanding that the City will construct the curbs and pay all costs for the additional widening of this street section. The estimated cost for the additional widening is approximately $2,500.

I have discussed the staking of these curbs with Mr. Ed Hunter, Assistant Division Engineer, and am asking him by copy of this letter to arrange for this engineering work in order that you may proceed with the construction of these curbs.

If you have any other questions regarding this, please feel free to call this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: G. S. Paxson
Al Johnson, Attention Ed Hunter
V. D. Wolfe

RECEIVED
JAN 10 1961

MEMO TO FILES
12/30/60

RE: MOLALLA - $250,000 Fund Project

I contacted City Recorder K. R. Treadwell and Councilman Earnest Clark who is chairman of the street committee.

They request that they be allowed to install curbs on 5th Street between Hart and Molalla Avenue and get us to pave to curbs, 40' in width. They realize that the cost will be greater and say they can raise the required funds.

They presently have a curb contractor constructing curbing on Molalla Avenue north of town and desire that, if possible, they get curb grades staked out so that they may proceed with the curbing as soon as possible.

H C Ayers
H. C. Ayers
County & City Relations Field Engineer

HCA:mm

RECEIVED
FOR FILES
323-1711

12-8-60

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
HART AVENUE-BERKELEY AVENUE SECTION
FIFTH STREET, MOLALLA
CLACKAMAS COUNTY

The following prospectus is submitted concerning the above-mentioned section of Fifth Street in the city of Molalla. The westerly terminus is at the intersection of Hart Avenue and Fifth Street. The easterly terminus is at the intersection of Berkeley Avenue and Fifth Street. The overall length of the project is 0.30 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on existing alignment. From Hart Avenue to Molalla Avenue: Grade, place 15" of base rock, 2" leveling course, and 3" asphaltic concrete 22 feet in width, with 4-foot shoulders. From Molalla Avenue to Berkeley Avenue: Excavate shoulder area outside existing 16-foot PCC, place 15" base course and 2" leveling course, and place 3" asphaltic concrete from curb to curb (45 feet). The above-mentioned base designs by G. L. Decker have been approved.

Final agreements with the city will be necessary.

December 8, 1960

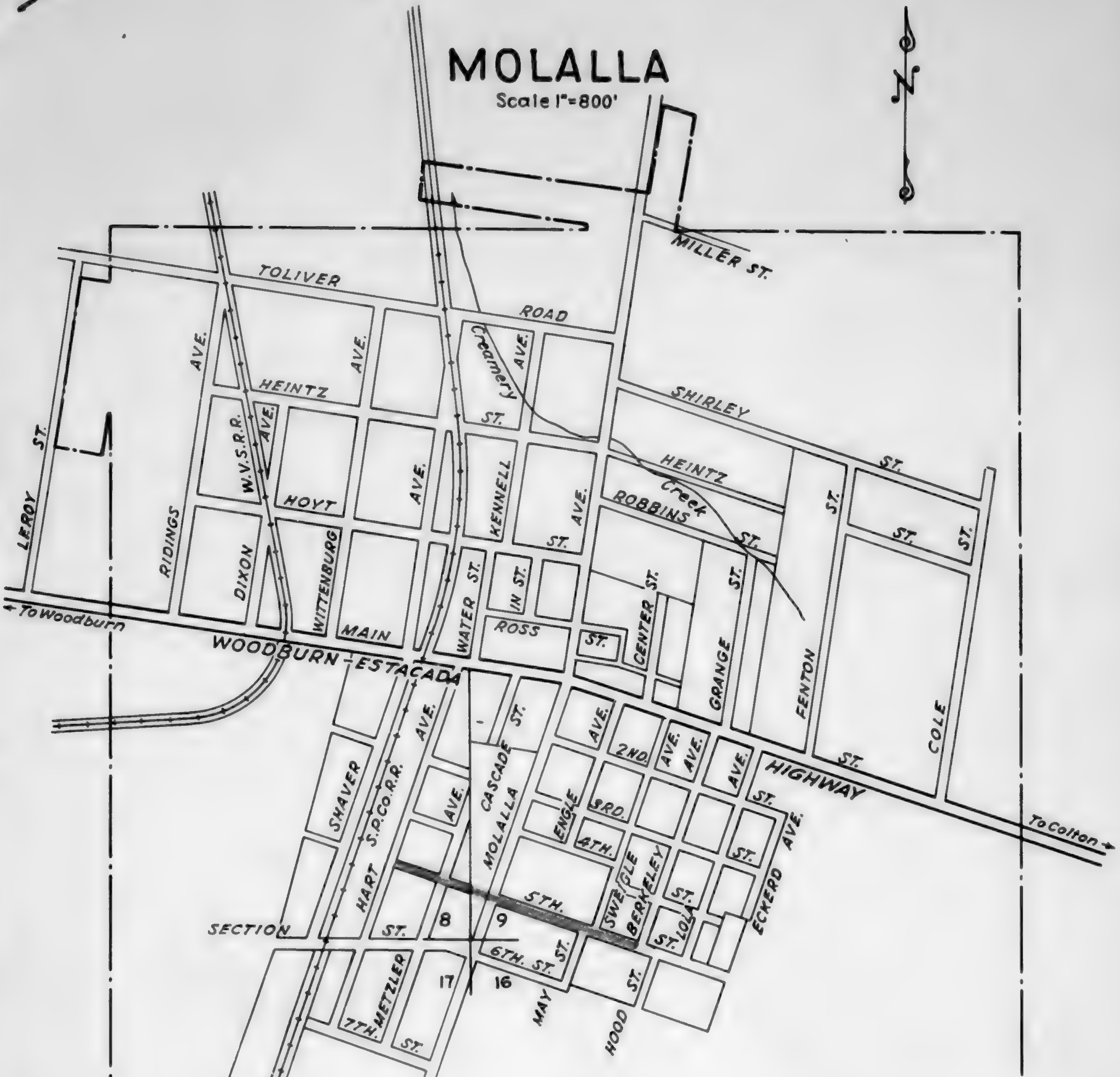
Attach.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

RECEIVED
1960
COUNTY ENGINEER

MOLALLA

Scale 1"=800'



Rev. 2-2-56

NOTED
H. S. COX

November 3, 1960

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Mr. K. R. Treadwell
City Recorder
City Hall
Molalla, Oregon

Dear Mr. Treadwell:

At its November 3 meeting, the State Highway Commission approved the City's request for a cooperative construction project on Fifth Street from Hart Avenue easterly to Berkeley Avenue to be financed from Special City Allotment funds.

The project was approved on the basis that the City would pay all costs of the project in excess of $20,000.

You will be contacted in the near future to work out engineering details of the project and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm

THE CITY OF MOLALLA
STATE OF OREGON

NOTED
Harold C. Ayers

Sept. 20th. 1960.

NOTED
C. G. SWENSON

State Highway Dept.,
W. C. Williams State Highway Engineer,
Att; H. C. Ayers, County and City
Relations Field Engineer.

Dear Mr. Ayers;

At the Regular Council Meeting of the City of Molalla, held on Tuesday, Sept. 13th. a motiom was made seconded and passed authorixing the Highway Dept. to spend up to $ 29,000.00 on Fifth Street from Hart Avenue to Berkeley Ave. the City of Molalla to be responsible for any amount between $ 20,000.00 and $ 29,000.00.

Yours Very Truly,
City of Molalla.
K R Treadwell
K. R. Treadwell, Rec.-Treas.

RECEIVED
SEP 21 1960
ENGINEER
COUNTY & CITY RELATIONS

9-7-60

MOLALLA
PRELIMINARY ESTIMATE
$250,000 Fund (1961) Project

Fifth ~~Avenue~~ St from Hart Avenue to Berkeley Avenue, a distance of approximately 0.30 mile.

From Hart Avenue to Molalla Avenue:
Grade; place 15" of base rock, 2" leveling course, and 3" asphaltic concrete 22' in width with 4' shoulders.

From Molalla Avenue to Berkeley Avenue:
Excavate shoulder areas outside 16' P.C.C.; place 15" base course, 2" leveling course, and 3" asphaltic concrete over-all width to curbs 45'.

Item	Fund	Quantity		Eng.	@	Total
Excavation	2800	2275	c.y.	2800	$ 1.25	$ 2,843.75
Coarse crushed material	4260	2000	c.y.	3000	3.25	6,500.00
3/4"-0" in base	430	900	c.y.	440	3.75	3,375.00
Sprinkling	118	80	M/gal	90	4.00	320.00
Adjust manholes	3	3	each	3	75.00	225.00
Adjust catch basins		6	each	6	50.00	300.00
Class B asphaltic concrete	1340	1250	tons	1260	10.50	12,600.00

Preliminary Estimate of Construction Cost	$25,159.25
12½% Engineering & Contingencies	3,144.91
Survey	700.00
TOTAL ESTIMATE	$29,004.16

Fed $30,100.00

Eng. $27,000.00

Bid $31,478.75

HCA:mm
9/9/60

#
250,000 '61 Mobile

Fifth Street is very heavily unusually trafficked by big lumber carriers to reach the [illegible] mills at both sides.

[illegible] deficiency [illegible] recommend.

From First to Mobile ave. good, fair need new Construction - 45 [illegible]

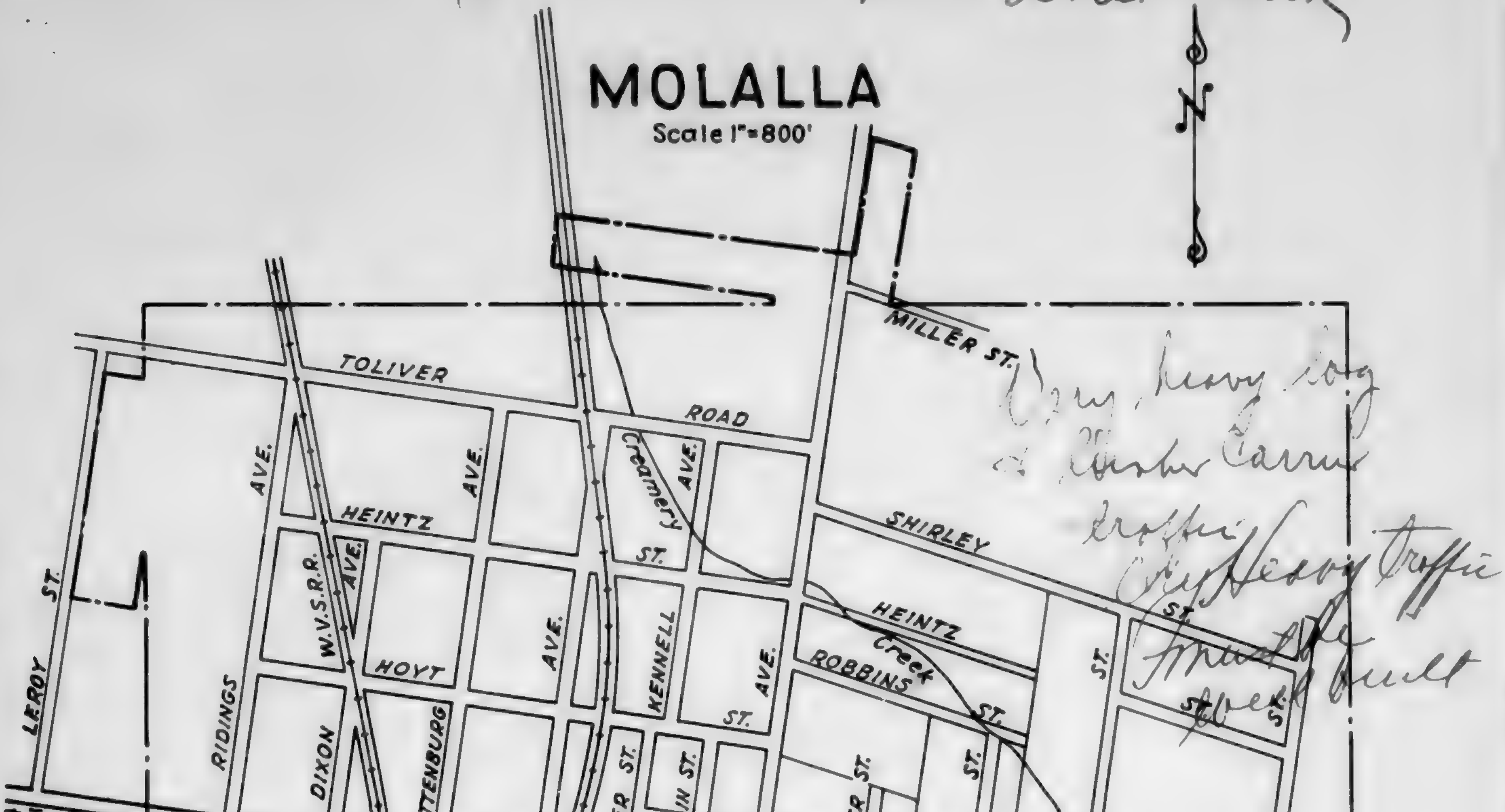
Between [illegible] 16' wide curb 45' [illegible] in fair condition

H.G.G.

Mr. Ernest Clark

MOLALLA

Scale 1"=800'



Very heavy log & timber carrier traffic

Very Heavy traffic

Must be well built

Total length to Berkley

0.30

0.12 mile gravel 40 wide

Balance BCC 16' wide

curbed from Molalla Ave

to Sweigle St

45' width

0.12 gravel 40'

```
 27270
   125
136350
 54540
27270
3408750
```

Rev. 2-2-56

Molalla (5th St.) Section
Grading and Paving

Chet Paulsen
4-3-61

Estimate
2-2-62
Day

NOTED

No	Item		Price	Amount
1	General Excavation, Unclassified	2,800 Cu. Yds.	1.00	2800 -
2	Adjustment of Manholes	3 Only	60.00 ~~40.00~~	180 -
3	Coarse Crushed Material in Base	3200 Cu. Yds	3.00 ~~2.75~~	9600 -
4	3/4"-0 Material in Base	440 Cu Yds	3.50 ~~3.00~~	1540.00
5	Sprinkling	90 M-Gals	5.00 ~~3.00~~	450.00
6	Class "B" Asphaltic Concrete	1,260 Tons	10.00 ~~7.75~~	12600.00 9765 -

Total 23,675 -
27,170

Antic. Add'l Items

Flagging 100 -

Total 27,270 -
4430
12½% E&C 2,896.88

Total 26,071.88

$
27,170.00
100
3408.75
800.00
$31,478.75

agreement $31,500 -

31,700.00
800.00
$32500.00
3250
$35750.00

RECEIVED
FEB 7 1961
ENGINEER
COUNTY & CITY RELATIONS

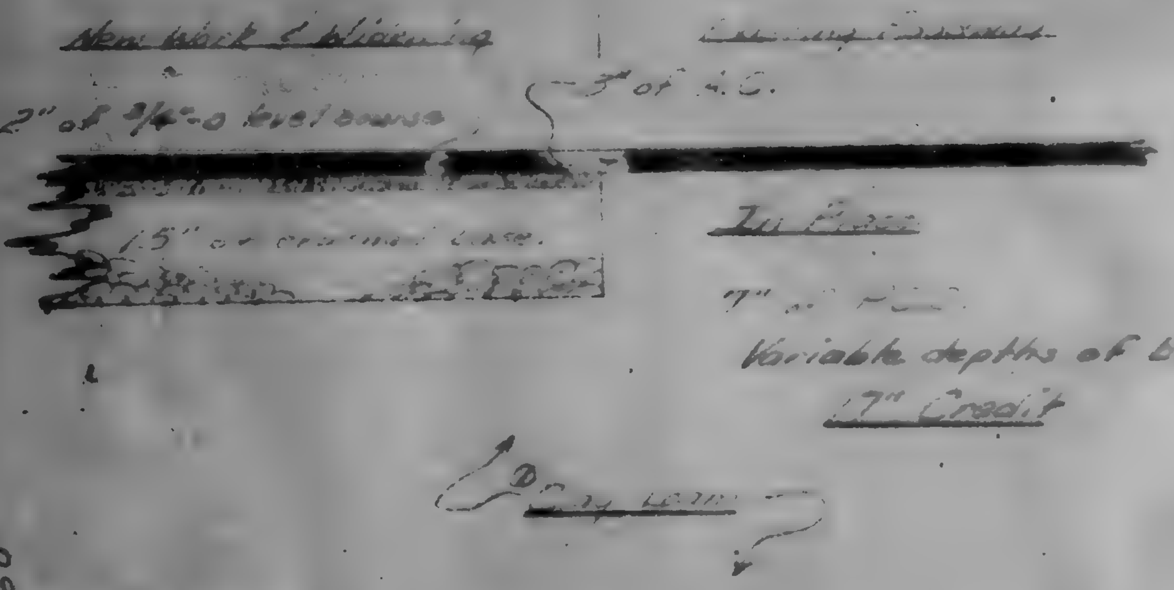
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Proposed

Section 5th St. (From Hart Ave. – Berkeley Ave.) Highway City of [illegible] County [illegible] Prefix

Engr. Length of Project ___ Miles. Sta. ___ to Sta. ___ Date [illegible]

TYPICAL SECTIONS [illegible] – [illegible] [illegible]



Typical Soil
[illegible]
[illegible]
79 % P.200
5 % Gravel
23 % Sand
40 % Silt
32 % Clay
24 R-Value

7-28-60

The soil survey and recommended surfacing thickness design completed at the request of H.C. Ayers, County - City.

Required Base & Wear Crushed	Required Base & Wear Not Crushed	Designed Base Exist. Surf. Allow.	Designed
[illegible]			

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	
Suitable material source to be determined by the Engineer.											

Submitted by H. L. Werker

Recommended by [illegible]

Recommended by G. M. Edwards Jr.
Construction Engineer

Approved by [illegible]

Copies to: Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

5-10-60

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of MOLLALLA is an incorporated city of the State of Oregon and has a population of 1650 as given by the latest official census; and

WHEREAS, the following streets of said city,

East
Fifth Street from Hart Ave. to Echerd

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Molalla does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mr. Ernest Clark as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10th day of May, 1960.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Molalla at a regular or special meeting of said Council, held on the 10th day of May, 1960, and the above copy is a true and correct copy of the original and of the whole thereof.

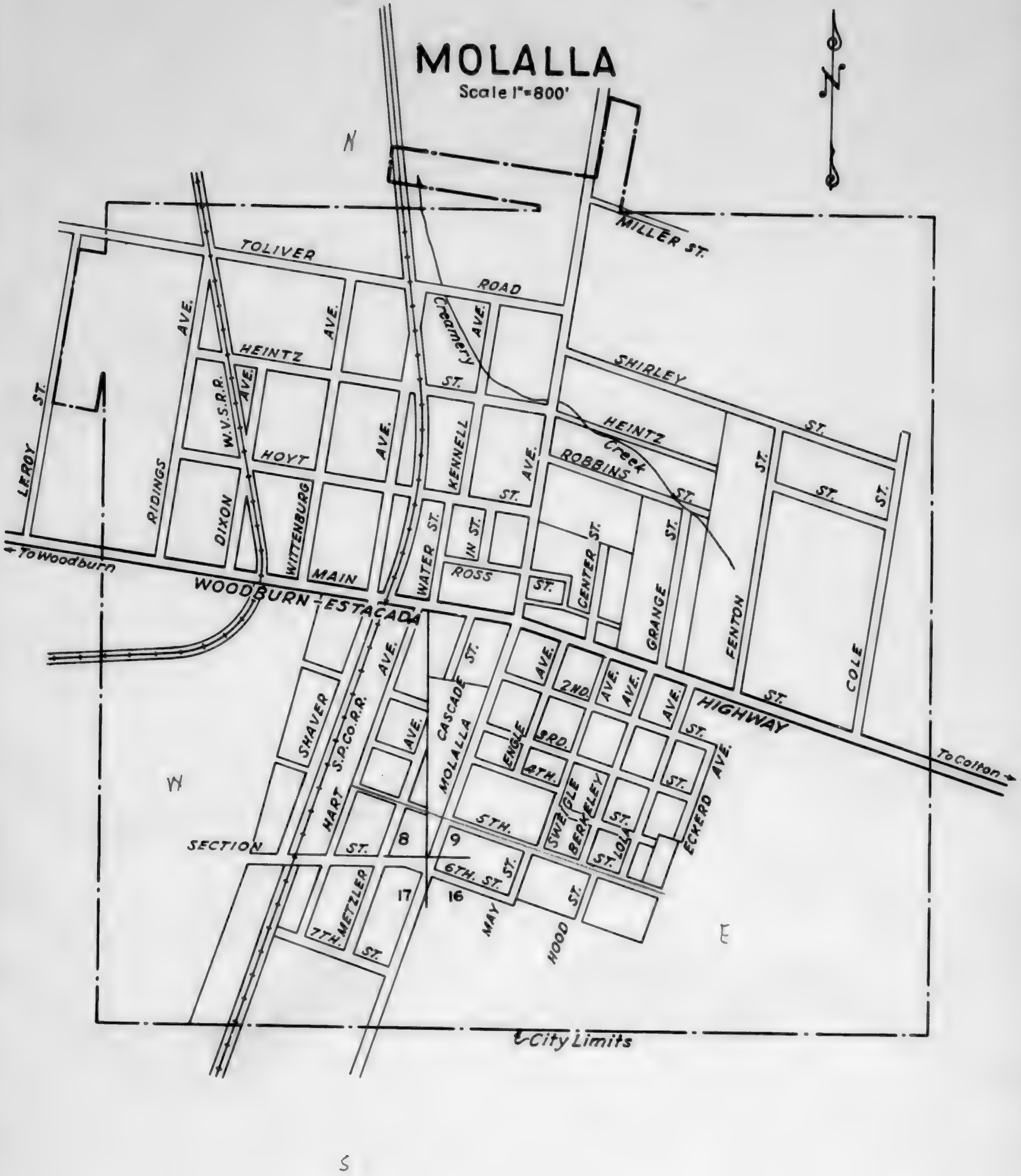
Dated this 25th day of May, 1960.

K. R. Treadwell,
K R Treadwell
City Recorder

cc-50 (1959 Rev.)

MOLALLA

Scale 1"=800'



Rev. 2-2-56

322-1716 Sweet Home ("L" St.) Paving Proj.
#5.31 1961

Sp. State Tax Street Fund 3

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-23-62	CC 739		322-1716-295

NOTED
V. R. JONES

NOTED
Harold C. Ayers

INVOICE NUMBER
73393

- City of Sweet Home
- City Hall
- Sweet Home, Oregon
- Attn: Robert White

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$7,100.00
Costs as per attached statement. City's share of "L" Street paving project. Covered by agreement dated April 5, 1961.			
Total Cost $25,502.51			
Agreed State Share 20,000.00			
Agreed City Share			5,502.51
To be refunded			$1,597.49

NOTED
R. H. PRANGE

RECEIVED
FEB 26 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
DON HARWELL

ACKNOWLEDGMENT OF BILL RECEIVED
[illegible]

A 150 (REVISED 7-60)

11-27-61

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS TO DATE

SPECIAL CITY ALLOTMENT PROJECT
CITY OF SWEET HOME
CONTRACT NO. 5931

PAYMENTS TO CONTRACTOR:

Item	Quantity		@	Total
3/4"-0" material in leveling course	1423	C.Y.	$ 2.35	$ 3,344.05
Sprinkling	39	M/gal.	3.00	117.00
Preparation of base	0.55	mile	300.00	165.00
3/4"-0" material in binder course	96	C.Y.	3.50	336.00
RC-3 asphalt in binder	19.14	tons	50.00	957.00
Class B asphaltic concrete	2362.66	tons	7.60	17,956.22
Subtotal, Contract Items				$22,875.27
Engineering & Contingencies				1,807.53
Survey				611.40
TOTAL				$25,294.20

HCA:mm

11/27/61

RECEIVED
NOV 1 1961
FOR FILING

322-1716

5931

November 1, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5931 for paving "L" Street in Sweet Home, Linn County, was completed by the contractor, Morse Bros., on August 30, 1961, and was formally accepted by the Highway Commission on September 15, 1961.

Final payment in the amount of $686.26 will be released to the contractor on or after November 8, 1961. The total contract amount is $22,875.27, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Morse Bros.,
P. O. Box 266
Lebanon
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 2, 19 61

Section Sweet Home ("L" St.)

Kind of work Paving

Highway City St. County Linn

Section prefix 322-1716

Contractor Morse Bros.

Contract number 5931

Date of contract May 29, 1961

Specified work days 35

Date work started Aug 2, 19 61

Work days used 21

Project authorization $ 26,741.25

Exclusive of engineering $ 24,839.65

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering $ 23,000

Estimated per cent overrun or underrun - 7 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,901.60

Engineering cost to date $ 1,000, 53 %

Date project was completed Aug 30, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100 100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor worked 3 days paving; project completed.

PROJECT COMPLETED

4-B/28 8

FINAL REPORT

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.55		0.55	0.55
Miles partially completed					
Miles completed		0.55		0.55	0.55
Total estimated quantities (contract) –		1,600		110	2,400
Total quantities corrected to date		1,423		96	2,362
Estimated quantities moved or placed to date		1,423		96	2,362
Average daily quantities		475		96	600
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					9
Average force on project for week					20

Men	9
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	10
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ..2...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers .... paver, 1, tack cart 1, water wagon 1 ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	"		
Wednesday	"		
Thursday	shrs		
Friday	"		
Saturday			

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 17, 1961

~~City of Sweet Home~~
~~Sweet Home,~~
~~Oregon~~

Gentlemen:

Attached find your warrant No. 1, dated May 25, 1961, in the amount of $7,100.00, which was replaced by your check in the same amount, drawn on the Sweet Home Branch of the First National Bank of Oregon.

Yours very truly,

W. C. WILLIAMS
State Highway Engineer

By

J. G. Herr
Ledgers Supervisor

JGH:gc
Encl.

cc: Clarence Swenson
County & City Relations Engineer
Office

FORM E-30 50M 2-61 24397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1961

SUBJECT: Sweet Home ("L" Street) Section
City Street
Contract No. 5931

To:

Mr. C. G. Swenson
County and City Relations Engineer
Department

This year a contract was let on "L" Street in the City of Sweet Home for the improvement of this street. The contract consists only of placing of 3/4" - 0 leveling course and asphaltic concrete pavement. The City of Sweet Home in this instance was to perform all of the grading, curb work and drainage and to place the base course.

Inspection of the work being done by the City indicates that the curb was constructed in a very creditable manner. However, certain phases of the grading and especially the placing of the base materials are wholly unacceptable. The base rock is good quality and well graded; however, it has been dumped from trucks and has not received the proper processing or rolling. Materials are segregated in a manner that is wholly unacceptable.

I have contacted Mr. Bob White, City Manager, and the engineer he has on the project in this matter and explained to them what we would require. However, they appear to make no effort to correct the situation. Previously they requested through your office that an inspector be assigned to the project to assist. This we did but he was unable to get the City to properly pursue the work and was therefore withdrawn.

I would recommend that a letter be directed to the Mayor and City Council advising that the project in its present status is not acceptable for paving and considerable work in the matter of processing and compaction must be done before we can proceed with our part of the work.

This taken care of
H.C.G

J. D. Walker
Division Engineer

JDW:AM
cc Mr. Tom Edwards
Mr. V. D. Wolfe

Mr. Walker asked to forget the letter.
H.C.G

$250,000 fund - 1961

NOTED
C. G. SWENSON

MEMO TO FILES
6/23/61

RE:
Sweet Home Special City Allotment Project (1961)
on L Street

Friday, June 23, I accompanied Mr. J. D. Walker to Sweet Home to confer with City Manager Robert White and City Engineer Oswald Shaw regarding the city's placing of base rock.

We investigated their work and found serious separation of materials and looseness of base in place; then contacted both city manager and city engineer and advised them and showed them they they were not processing the material in a manner that was at all satisfactory and were getting little or no compaction.

Mr. Walker explained to these gentlemen the proper method to process the base material; that appeared to be of excellent quality. We then advised Mr. White that the city would have to do a good job of placing the base or we would not allow the wearing surface to be placed.

Mr. Walker stated that compaction tests would be made before acceptance of the placing of base and allowing the contractor to go ahead with the paving project.

H. C. Ayers

H. C. Ayers, Field Engineer
County & City Relations

HCA:mm

cc: J. D. Walker

RECEIVED
JUN 12 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

322-1916
5931

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
~~FORREST COOPER~~
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 12, 1961

Morse Bros.,
P. O. Box 266
Lebanon
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5931, awarded May 29, 1961, for paving "L" Street in Sweet Home, Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

NOTED
V. R. JONES

NOTED
[illegible]

NOTED
Harold C. Ayers

June 8, 1961

NOTED
C G SWENSON

Mr. Robert White
City Manager
City Hall
Sweet Home, Oregon

Dear Mr. White:

This will acknowledge receipt of the City's advance deposit of $7,100 for the paving project on "L" Street. On May 29, the Highway Commission awarded Contract No. 5931 to Morse Brothers.

The enclosed copy of the contract and plans is for the City's information and records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HCA:mm
Encl.

CITY OF SWEET HOME
LINN COUNTY
SWEET HOME, OREGON

NOTED
Harold C. Ayers

NOTED
G SWENSON

NOTED
V. R. JONES

May 26, 1961

C. G. Swenson
County & City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

Enclosed please find payment in the form of a warrant, drawing 4% interest, in the amount of $7,100 from the City of Sweet Home. This is for the city's share of the cost of the Long Street Improvement, as described in your letter of May 24, 1961.

As was discussed in our recent phone conversation, this warrant will be redeemed at the beginning of the next fiscal year.

Your cooperation is appreciated.

Very truly yours,

Robert G. White

Robert G. White
City Manager

RECEIVED
MAY 29 1961
ENGINEER
COUNTY & CITY RELATIONS

Red Fert not Fin 5/29/61

NOTED
C. G. SWENSON

May 8, 1961

NOTED
Harold C. Ayers

Mr. Robert G. White
City Manager
City Hall
Sweet Home, Oregon

Dear Mr. White:

We are pleased to note that you have assumed the position of City Manager of Sweet Home and look forward to pleasant and cooperative relations with you.

We plan to receive bids for the paving project on "L" Street on May 23 and to award the contract as soon as we have received the City's advance deposit for all costs in excess of the State's share of $20,000.

As you have not been present at our previous negotiations on "L" Street, I would like to bring you up to date as to the City's responsibility on this project. The City is to construct concrete curbs, install all required drainage facilities, grade and place base rock prior to our contract to place leveling course and asphaltic concrete wearing surface, and to pay all costs of the State's project in excess of $20,000.

The preparation of the specifications, plans, etc., are too far advanced to permit us to include the City's project on other streets, and we would suggest that you attempt to let your contract for work on other streets at or near the same time that we let the paving project on "L" Street.

We will contact you in the near future; meanwhile, please feel free to contact this office if we can be of any assistance to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

C. G. Swenson
County and City Relations Engineer

HCA:mm

CITY OF SWEET HOME
LINN COUNTY
SWEET HOME, OREGON

RECEIVED
MAY 5 1961
ENGINEER
COUNTY & CITY RELATIONS

May 3, 1961

Mr. H. C. Ayers
Field Engineer
County & City Relations
State Highway Department
Salem, Oregon

Dear Mr. Ayers:

Having recently assumed the position of City Manager here in Sweet Home I look forward to working with you and to receiving the very generous cooperation which Roy Eames, my predecessor, evidently had.

We are, of course, looking forward to the completion of the L Street improvement as well as the other improvements now underway here in Sweet Home. At the present time we are having our concrete work done and are planning to have the street excavation completed and ready for the paving contract which I understand the State will be letting on June 25th, with work to commence in July.

Along this line, we will have a rather sizeable paving contract of our own to let for other streets which are being improved. We are desireous of letting this contract in such a manner as to achieve the greatest amount of economy possible by coordinating the contract with your contract for Long Street paving. Perhaps you could suggest from your own experience how best we might handle this so as to invite the best possible bids. Would it be possible to tie the two projects together under one bid? Or would it be better if the city should let its bid separately at a date very close to the letting of your bid?

Any thoughts you would have on this matter would be very much appreciated. We will look forward to working with you in the future.

Very truly yours,

Robert G. White

Robert G. White
City Manager

RGW/bjs

RECEIVED
APR 7 1961
FOR FILING
322-1716
5931

4-7-61

[illegible] #3

Salem, Oregon
April 6, 1961

$250,000 Fund Agreement
City of Sweet Home

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Sweet Home covering the Special City Allotment project on Oak Terrace and "L" Street in Sweet Home.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Sweet Home.

Secretary

rn
Attach: 1

RECEIVED
APR 6 1961
FOR FILING
322-1916

5931

April 6, 1961

Mr. Rex Pemberton
City Recorder, Pro Tem
City Hall
Sweet Home, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Sweet Home covering the Special City Allotment project on Oak Terrace and "L" Street in Sweet Home.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
3/31/61

SUBJECT: 250,000 Fund Agreement
City of Sweet Home

To: Mr. P. M. Stephenson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Oak Terrace and "L" Streets in Sweet Home. Two copies of the agreement have been signed by the City and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on November 3, 1960.

John D. Graham
County & City Relations Office Engineer

JDG:ph
Att.

11-3-60 Min Page 37894
Floyd Query

NOTED
C G SWENSON

NOTED
Harold C. [illegible]

NOTED
H. S. COX

LOCATION PROSPECTUS
SWEET HOME ("L" STREET)
LINN COUNTY

12-8-60

The following prospectus is submitted concerning the above-mentioned section of "L" Street in the city of Sweet Home. The westerly terminus of the project is the intersection of Terrace and "L" Streets. The easterly terminus is at the intersection of 18th and "L" Streets. The overall length of the project is approximately 0.55 mile.

This will be a location survey to prepare plans, specifications, and estimates for placing leveling course and paving on existing alignment. The city is to grade, drain, place curbs and base rock prior to the State's project.

The typical section will consist of a 44-foot curbed street section.

Soils investigation has been made. The approved base design by G. L. Decker is:

Paving, Base and Wear	3"	AC
Top Course, Base	3"	3/4"-0 Crushed
Bottom Course, Base	12"	Selected Pit Run
Total Depth	18"	

Final agreements with the city will be required.

December 8, 1960

OK
N.C.a

Attach.

NOTED
JOHN D. GRAHAM

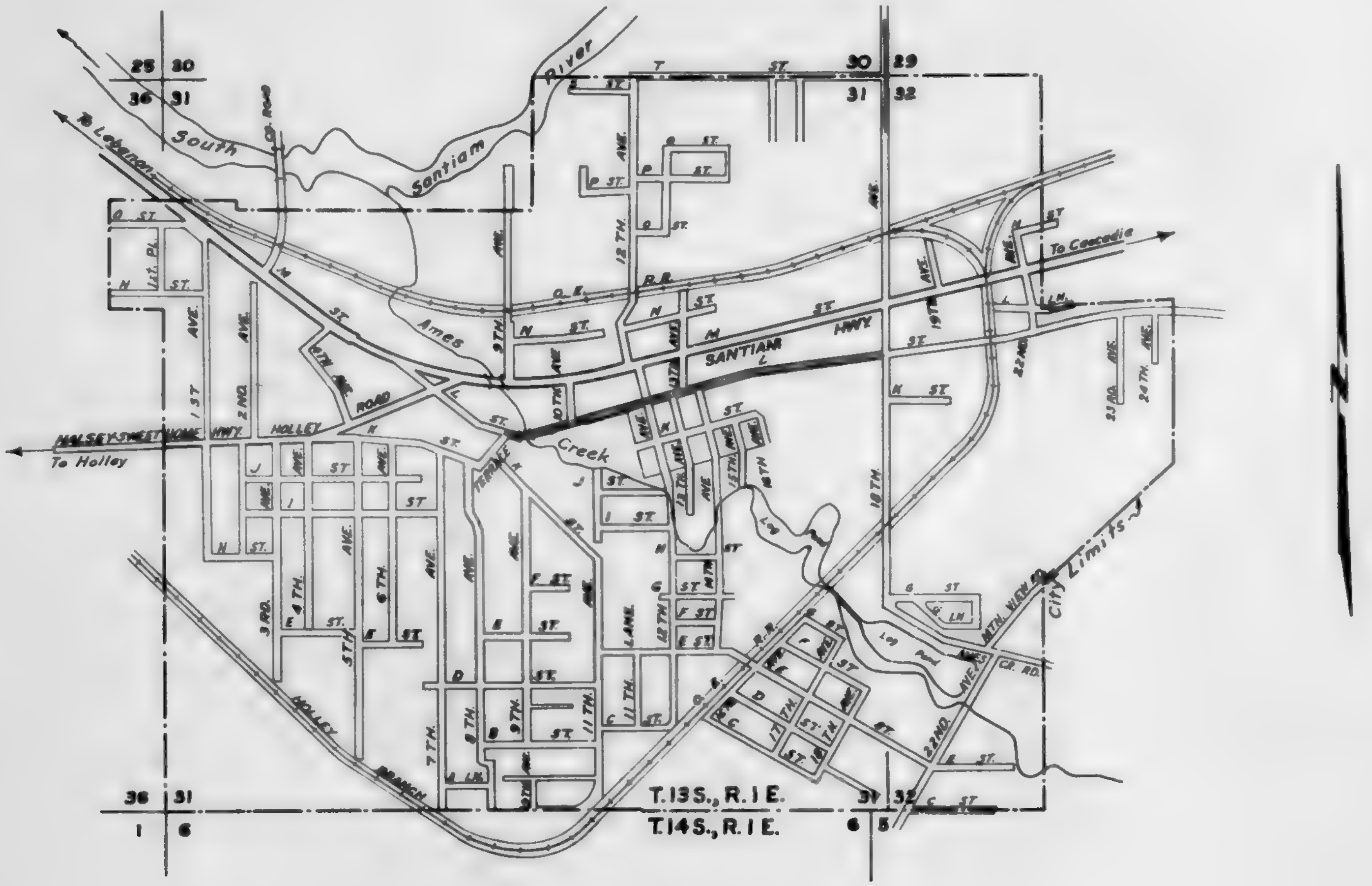
RECEIVED
DEC 12 1960
ENGINEER
COUNTY & CITY RELATIONS

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright

SWEET HOME

Scale 0 800 1600 2400

T. 13 S., R. 1 E., W.M.
LINN COUNTY



Rev. 9-13-55

Revised

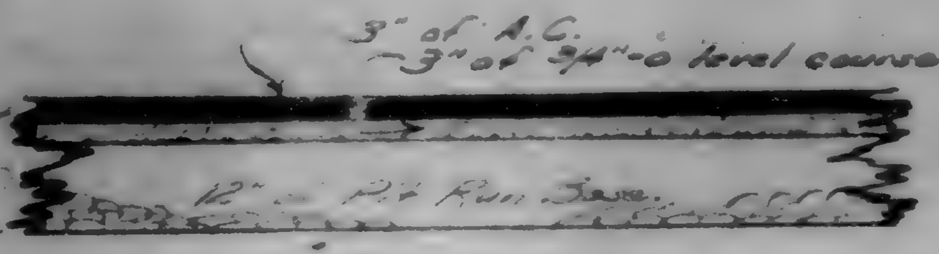
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Revised

Location "L" St. (From Oak Terrace - 18th Ave.) Highway Sweet Home City St. County Linn Prefix

Res. Engr. Length of Project Miles. Sta. to Sta. Date 11-29-60

TYPICAL SECTIONS Traffic Classif. - Medium (From H. [illegible] Hyers [illegible]



Typical Soil

[illegible]

11-29-60

[illegible] Hyers.

Required Base & Year Crushed	Required Base & Year Not Crushed	Designed Base & Year Exist. Surf. Allow.	Designed Base & Year New Work
			3
			3
			12
	17		18

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
[illegible] material source to be [illegible] by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by G. L. Decker
[redacted]

Recommended by G. W. Harra
Engineer of Materials.

Recommended by [illegible]
Construction Engineer

Approved by [illegible]
Deputy State Highway Eng.

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

October 6, 1960

Mr. Roy Eames
City Manager
City Hall
Sweet Home, Oregon

NOTED
Harold C. Ayers

Dear Mr. Eames:

I have checked with our Geology & Soils Division and they advise that if you should use selected pit-run gravel for base course, the depth of base rock should be increased by twenty-five per cent. They also advise that the department has, in the past, had serious difficulty in obtaining pit-run rock with sufficient fines in the vicinity of Sweet Home.

We have had to go to other sources to obtain fines, then carefully process in order to get proper compaction. With this extra excavation, added base thickness, obtaining additional fines, and processing, it would appear that crushed rock may be cheaper in the long run and you would also obtain a better base.

We wish to thank you for the plat of the proposed project and plan on submitting the 1961 program to the Highway Commission for their action at the November 3-4 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. C. Ayers
Field Engineer, County & City Relations

HCA:mm

cc: C. L. Decker

CITY OF SWEET HOME
LINN COUNTY
SWEET HOME, OREGON

RECEIVED
OCT 3 1960
ENGINEER
COUNTY & CITY RELATIONS

September 29, 1960

Mr. H. C. Ayers
Field Engineer
County & City Relations
State Highway Department
Salem, Oregon

Dear Mr. Ayers:

The City of Sweet Home is prepared to call for bids for the construction and reconstruction of concrete sidewalks, driveways, curb & gutter strips, drainage facilities and other items which we must complete prior to the proposed state project for the improvement of L Street between 18th Avenue and Oak Terrace. Pacific Power and Light Company and the Linn County Telephone Company are presently relocating a substantial portion of their utility poles and service connections along the street to accomodate the proposed street improvement project. The city is engaged in extensive reconstruction of water mains and house service connections along the street in preparation for the project next year. The L Street bridge over Ames Creek has been completed and opened to traffic.

To date everything is proceeding in fine shape to accomodate a state project for the paving of L Street in mid 1961. According to your recent letter of September 16, 1960, it is my understanding that the city will be required to excavate the existing street in its entirety without the possibility of salvaging any portions of the existing pavedeck as base for a new street. The city council has considered this matter and is agreeable if this is your recommendations.

The only other question which has brought comment is the matter of type of base rock required for this project. If the state required crushed rock for the 10" course of base rock the cost of the project will be substantially increased over the project cost than would be necessary if selected pit run base rock is permitted. Maybe it would be desirable to test samples of rock available in this area to determine what type of base rock the city will be required to use on this project.

For your information I am enclosing a plat of the proposed project which may be of value in your preliminary consideration of the project. We would appreciate early information as soon as the State Highway Commission has acted upon this proposed project.

Very truly yours,

Roy Eames

Roy Eames
City Manager

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION

PROPOSED PROJECT BASE DESIGN **PROPOSED**

Section "L" St. (From Oak Terrace — 18th Ave.) Highway Sweet Home City Street County Linn Profix ______

Res. Engr. ______ Length of Project ____ Miles. Sta. ______ to Sta. ______ Date 9-6-60

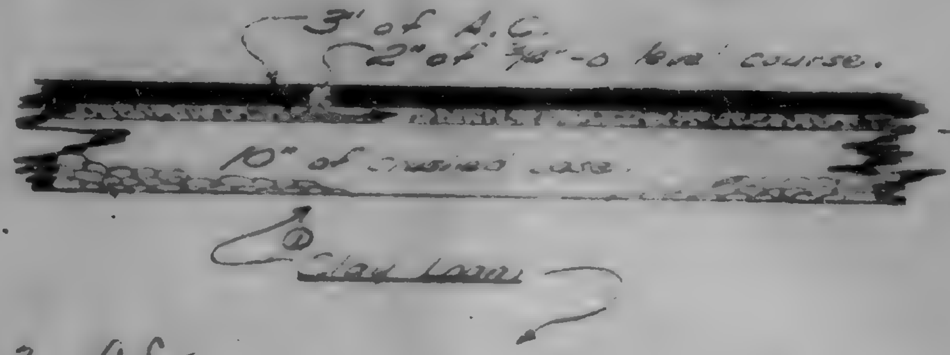
TYPICAL SECTIONS Traffic Classif. — Medium (from H.C. Ayers ...)

Soil survey and recommended surfacing thickness completed at the request of H. C. Ayers, County - City.

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
15			[illegible]

Proposed Sorts Project

① Typical Soil City Work



Propose - for Project
City Work

54 LL
23 PI
69 % P.200.
1 % Gravel
29. % Sand
43 % Silt
27 % Clay
12 "R" Value

3. AC.
3" 3/4-0 leveling
2"
12" Pit Run

9-12-60

RECEIVED
SEP 1 1960
ENGINEER
COUNTY & CITY RELATIONS

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. L. Becker
Staff Assistant

* Recommended by C. T. Harris
Engineer of Materials

Recommended by ______
Construction Engineer

Approved by Forrest Cooper
Deputy State Highway Engineer

CITY OF SWEET HOME
LINN COUNTY
SWEET HOME, OREGON

RECEIVED

August 26, 1960

H. C. Ayers
Field Engineer
County and City Relations Division
State Highway Department
Salem, Oregon

Dear Mr. Ayers:

You are advised that the City of Sweet Home has considered and completely accepted your preliminary estimate for the proposed reconstruction of "L" Street as outlined in your letter of August 5, 1960.

The City Council has held a public hearing on the proposed improvement of "L" Street with the property owners abutting upon the street and is now prepared to proceed with the reconstruction of the street. It is agreed that the City in conjunction with the abutting owners of property will do all excavation required, place concrete curb and gutters, install all necessary drainage facilities, and provide base rock as required prior to the State's project.

We have made extensive surveys of the physical characteristics of the street. I would be happy to forward a copy of the plans as prepared by the City if it would be of value to you in submitting the project to the Highway Commission.

Very truly yours,

Roy Eames

Roy Eames
City Manager

RE/bjs

August 5, 1960

Mr. Roy Eames
City Manager
Sweet Home, Oregon

Dear Roy:

Encloses please find a copy of my rough preliminary estimate for the proposed reconstruction of "L" Street.

Will you please advise if this meets with your approval and if the City desires to proceed with this project, in 1961,on the basis of our conversation; that the City would do all excavation required, place concrete curbs, drainage and base rock prior to the State's project, and that the City pay all costs of the State's proposed project in excess of $20,000.

If you wish to go ahead with this project, it will be submitted to the Highway Commission late this fall for their action.

Very truly yours,

W. C. Williams
State Highway Engineer

By H. C. Ayers
Field Engineer
County and City Relations Division

HCA:ge

$250,000 ('61) SWEET HOME 8/5/60

Preliminary Estimate

"L" Street from Terrace Avenue to 18th Avenue, a distance of approximately 0.52 mile.

Place 2" leveling course and 3" asphaltic concrete pavement 44' in width. (City to grade, place curbs, drainage and base rock prior to State's project.)

Preparation of base	0.52 mile	$1,000.00	$ 520.00
3/4"-0 in. leveling course	950 cuyds.	3.25	3,087.50
Sprinkling	35M/gal.	4.00	140.00
3/4"-0 in. binder course	150 cuyds.	5.00	750.00
MC-2 in. binder course	30 tons	60.00	180.00
Class "B" asphaltic concrete	2450 tons	8.00	19,600.00
Paving approaches	43 each	25.00	1,075.00

Construction Cost	$25,352.50
Flagging	100.00
12½% Engineering & Contingincies	3,181.56
Survey	300.00
	$28,934.06

*
25,000 '61 [illegible] Home

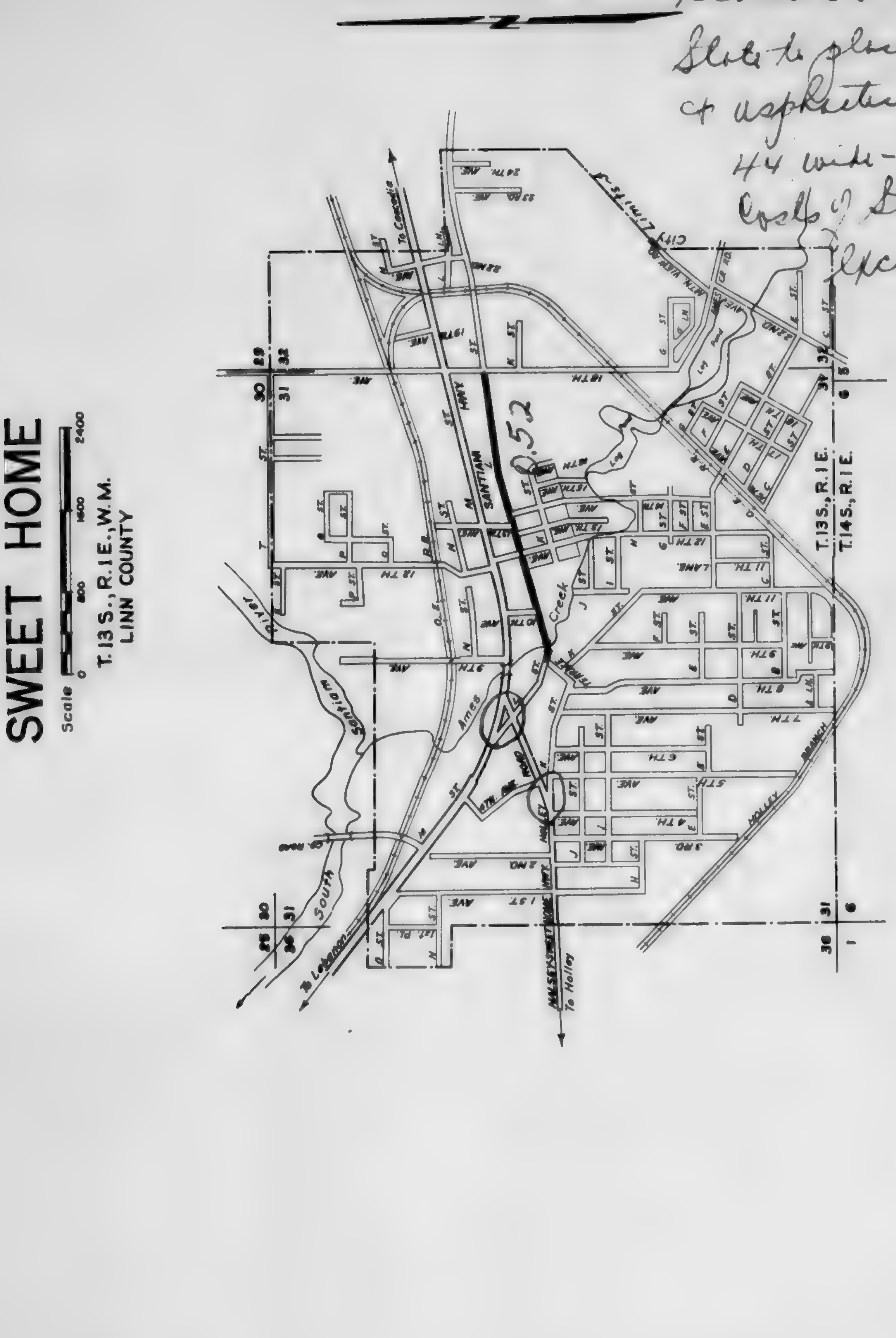
"Asphalt is in poor condition and
is [illegible] [illegible] [illegible] due to
heavy and dangerous traffic. Large schools
and the new housing [illegible]. City will grade
drainage plan [illegible] [illegible] curbs, sidewalks.
[illegible] [illegible] [illegible] State to place
[illegible] [illegible] [illegible] 3" asphalt [illegible].
[illegible] [illegible] City is considering new bridge over
Ames [illegible].
[illegible] [illegible] [illegible] [illegible] [illegible]

Project

3"
2"
10" base

Roy Eames 6-15-60

Roy Eames stated that City would grade, drain place curbs & sidewalk & base rock. State to place leveling course & asphaltic concrete pavement 44 wide - City to pay all costs of States project in excess of $20,000.



RECEIVED
MAY 11 1960

4-26-60

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Sweet Home is an incorporated city of the State of Oregon and has a population of 4,150 as given by the latest official census; and

WHEREAS, the following streets of said city, L Street between 18th Avenue and Oak Terrace

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Sweet Home does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate the City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 26th day of April, 1960.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---- ------------ -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sweet Home at a regular or special meeting of said Council, held on the 26th day of April, 1960, and the above copy is a true and correct copy of the original and of the whole thereof.

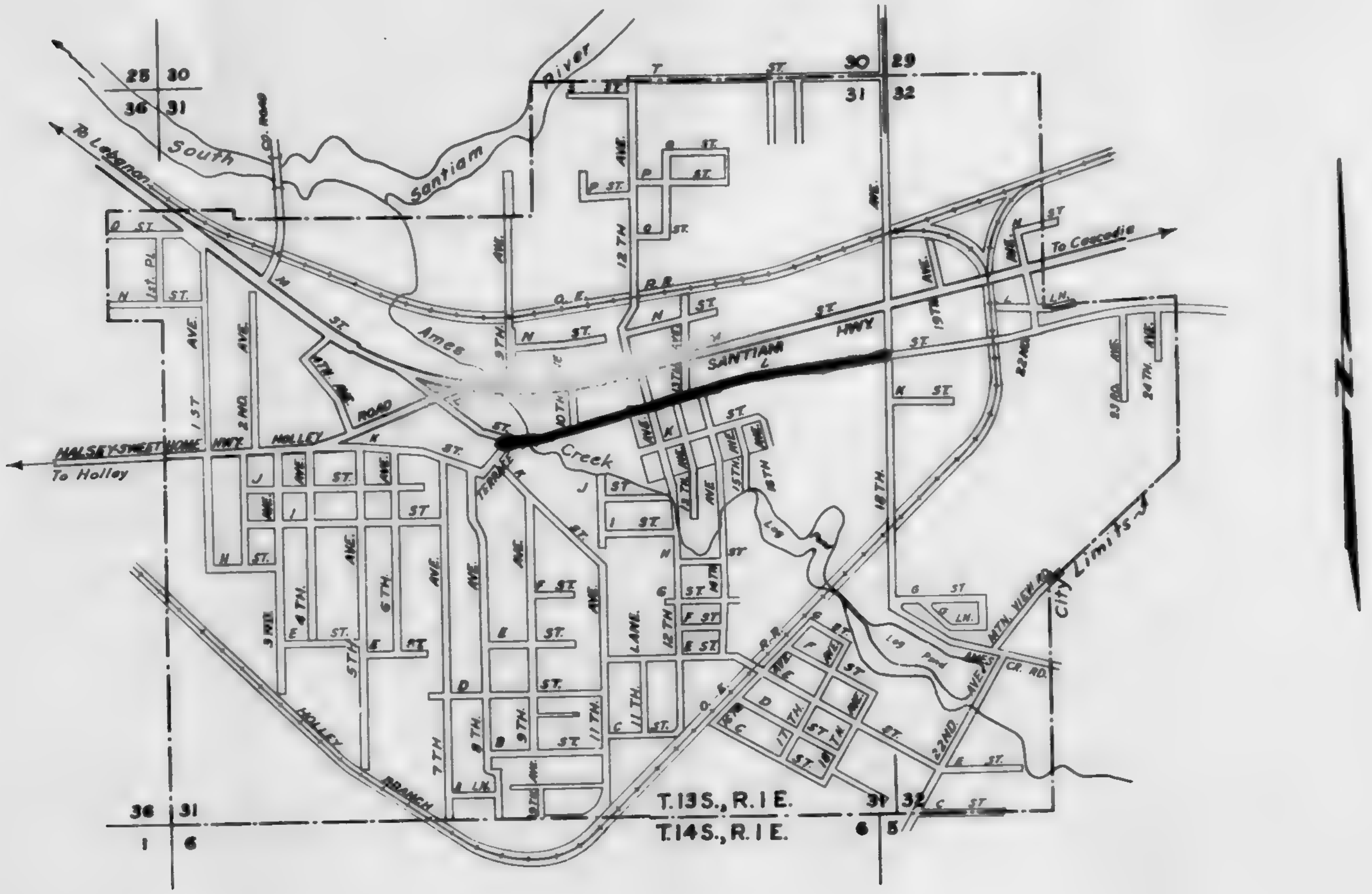
Dated this 26th day of April, 1960

Roy Eames
City Recorder

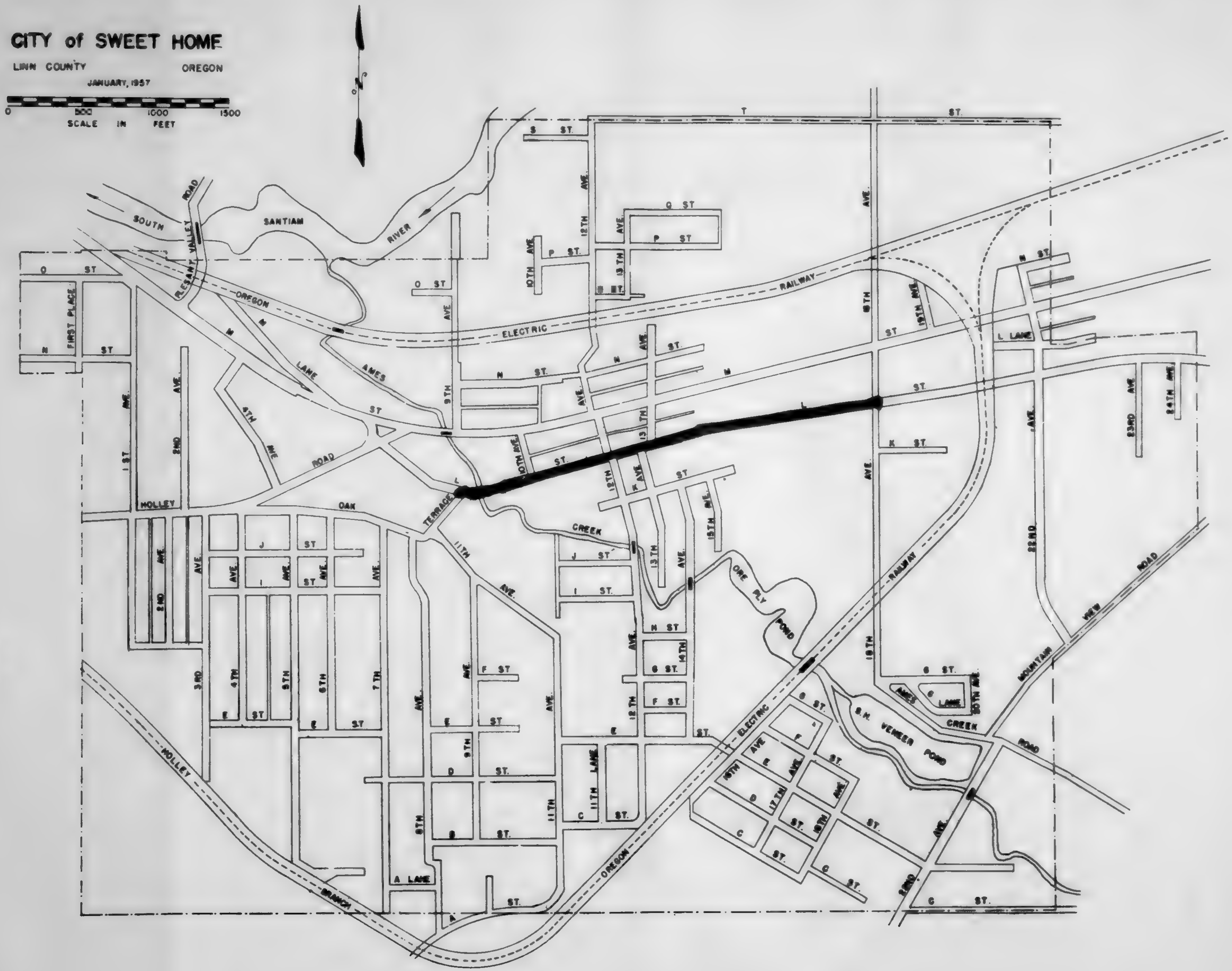
SWEET HOME

Scale 0 800 1600 2400

T. 13 S., R. 1 E., W.M.
LINN COUNTY



Rev. 9-13-55



CITY of SWEET HOME

LINN COUNTY OREGON

JANUARY, 1957

RESOLUTION

RESOLUTION NO. 11 for 1960

4-26-60

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Sweet Home is an incorporated city of the State of Oregon and has a population of 4,150 as given by the latest official census; and

WHEREAS, the following streets of said city, L Street between 18th Avenue and Oak Terrace, are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of dis-repair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Sweet Home does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate the City Manager as the official representative of the city in all negotiations resulting from this request.

PASSED and approved this 26th day of April, 1960.

William F. Penney
Mayor

ATTEST:

Roy Eames
City Manager and Ex Officio City Recorder

RECEIVED
MAR 7 1960

2-23-60

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Sweet Home is an incorporated city of the State of Oregon and has a population of 4,150 as given by the latest official census; and

WHEREAS, the following streets of said city, Location I:
Intersection of Oregon State Highway 228 (Holley Road),
U. S. Highway 20 (M Street) and L Street;
Location II: Oregon State Highway 228 (Holley Road), Oak
Terrace, and 4th Avenue

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Sweet Home does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 23rd day of February, 1960.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---- ------------- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sweet Home at a regular or special meeting of said Council, held on the 23 day of February, 1960 and the above copy is a true and correct copy of the original and of the whole thereof.

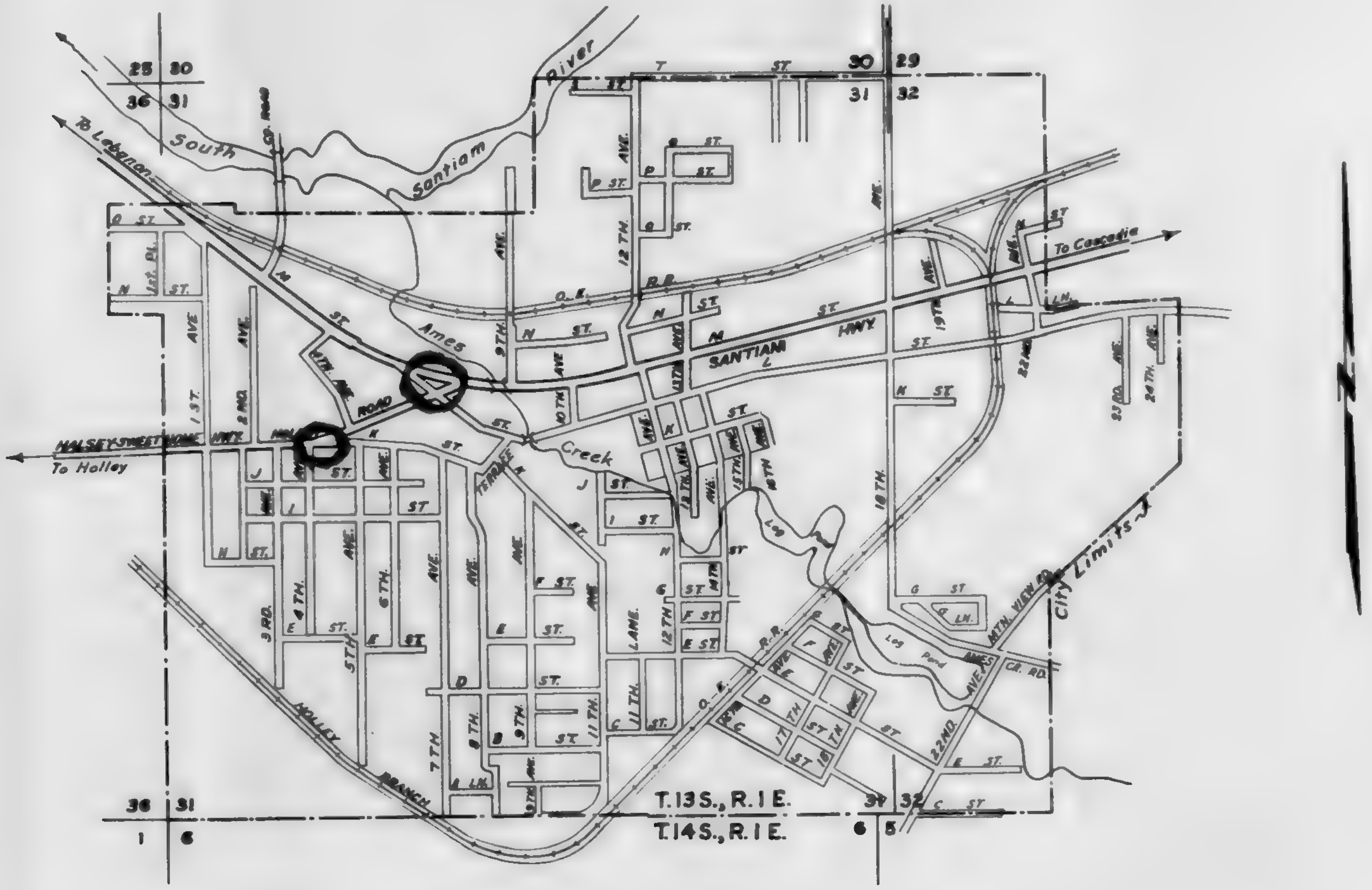
Dated this 1st day of March, 1960

Roy Eames
City Recorder

SWEET HOME

Scale 0 800 1600 2400

T. 13 S., R. 1 E., W. M.
LINN COUNTY



Rev. 9-13-55

RESOLUTION

RESOLUTION No.6 for 1960

2-23-60

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for a allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Sweet Home is an incorporated city of the State of Oregon and has a population of 4,150 as given by the latest official census; and

WHEREAS, the following streets of said city, Location I; Intersection of Oregon State Highway 228 (Holley Road), U. S. Highway 20 (M Street) and L Street; Location II; Oregon State Highway 228 (Holley Road), Oak Terrace, and 4th Avenue, are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through increase in population in the area, or heavy and unusaul traffic"; and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, THE CITY COUNCIL DOES HEREBY RESOLVE AS FOLLOWS:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of dis-repair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Sweet Home does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate the City Manager as the official representative of the city in all negotiations resulting from this request.

PASSED by the Council and approved by the Mayor, this 23 day of February, 1960.

William F. Penney
Mayor

ATTEST: Roy Eames
City Manager and EX-Officio City Recorder

323-1711 Nyssa (Park Ave.) Grading &
Oiling Proj.
#5932 1961

Sp. [illegible] [illegible] Sheet found 67

NOTED
R. JON

NOT
S. C

February 17, 1962

NOTED
C. Ayers

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Oregon State Highway Department
State Highway Building
Salem, 10, Oregon

RE: PARK AVENUE [illegible]ING
AND PAVING PROJECT

Gentlemen:

Forwarded herewith is a City of Nyssa check in the amount of $753.55 to cover final payment of the City's agreed share of the Park Avenue Base and Paving Project.

The Park Avenue project is an excellent example of intergovermental cooperation between the State Highway Department and the City of Nyssa.

Very sincerely yours,

NOTED
Harold C. Ayers

A. H. Colby,
City Manager

Encl:

Copy to Harold Ayers

AHC:B

RECEIVED
FEB 19 1962
ENGINEER
COUNTY & CITY RELATIONS

City of Nyssa

THE SUGAR CITY

NYSSA, OREGON

OFFICE OF
THE CITY MANAGER

14 SOUTH THIRD ST.
CITY HALL

February 15, 1962

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
R. H. PRANGE

Mr. Harold Ayers
City & County Relations Department
Oregon State Highway Department
Salem, 10, Oregon

Re: Park Avenue Paving Project

Dear Harold:

At the last regular meeting of the City Council held February 13th I was authorized to make final payment in the sum of $753.55 covering final payment by the City in the Park Avenue paving project. This amount will be forwarded to the Oregon State Highway Department.

Please accept the sincere appreciation of the Nyssa City Council and myself for the assistance of the City and County Relations Department in this project. The paving and drainage has held up very well during the recent snow and subsequent runoff. Also thanks for the specifications.

With kind personal regards,

Very sincerely yours,

A. H. Colby,
City Manager

AHC:B

RECEIVED
FEB 19 1962
ENGINEER
COUNTY & CITY RELATIONS

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
Harold C. Ayers

NOTED
Harold C. Ayers

NOTED
H. S. COX

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-23-62	CC-730		323-1711-295

INVOICE NUMBER 72970

NOTED
DON HARWELL

- City of Nyssa
- City Hall
- Nyssa, Oregon
- Attention: A. H. Colby

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
V R JONES

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			2,300.00
Final Billing: City share of cost of Park Avenue Basing and paving project. Covered by Agreement dated April 13, 1961.			
As per attached statement:			
Total Cost 23,053.55			
Agreed State share 20,000.00			
Agreed City share			3,053.55
Amount Due			753.55

NOTED
R. H. PRANGE

RECEIVED
JAN 24 1962
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $
By

A 150 (REVISED 7-60)

File Copy

ORECON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

SPECIAL CITY ALLOTMENT PROJECT
CITY OF NYSSA

CONTRACT NO. 5932

January 19, 1962

PAYMENTS TO CONTRACTOR:

	Item	Quantity	@	Total
1.	General excavation	4692.4 c.y.	$ .90	$4,223.16
2.	Finish Road bd. and slopes	0.29 miles	500.00	145.00
3.	Coarse crushed material	3315.9 c.y.	2.30	7,626.57
4.	3/4"-0" material in base	480.5 c.y.	3.00	1,441.50
5.	Sprinkling	163.4 M/gal.	3.00	490.20
6.	Preparation of base	0.29 mile	800.00	232.00
7.	3/4"-0" material in binder course	52 c.y.	3.00	156.00
8.	Furnish and Place Aggregates	345.5 c.y.	4.00	1,382.00
9.	M. C. 2 Asphalt	6 tons	70.00	420.00
10.	120 - 150 Asphalt	30.37 tons	70.00	2,125.90
11.	Extra for oiling approaches	8 only	100.00	800.00

Contract Items	$19,042.33
Load and Haul back fill (Force Account)	1,983.35
Subtotal Construction Cost	$21,025.68
Engineering & Contingencies	1,240.84
Survey	787.03
Total Cost	$23,053.55
Agreed State Share	$20,000.00
Agreed City Share	$ 3,053.55
City's Advance Deposit	2,300.00
BALANCE DUE FROM CITY	$ 753.55

HCA:ml

RECEIVED
OCT 10 1961
FOR FILING

[illegible]-1711

5932

October 9, 1961

National Surety Corp.,
3333 California Street
San Francisco
California

ATTENTION: Fidelity & Surety Dept.

Gentlemen:

State Highway contract #5932 for grading-oiling Park Avenue in Nyssa, Malheur County, was completed by the contractor, Ontario Asphalt Paving Co., on August 8, 1961, and was formally accepted by the Highway Commission on September 15, 1961.

Final payment in the amount of $571.27 will be released to the contractor on or after October 17, 1961. The total contract amount is $21,025.68, of which amount $1,983.35 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Ontario Asphalt Paving Co.,
460 NE 4th Street
Ontario
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

FINAL

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 18, 1961

Section Nyssa (Park Ave.)

Kind of work Grading & Oiling

Highway City Street County Malheur

Section prefix 323-1711

Contractor Ontario Asphalt Paving Co.

Contract number 5932

Date of contract May 29, 1961

Specified work days 50

Date work started June 26, 1961

Work days used 39

Project authorization $ 21,614.63

Exclusive of engineering $ 20,077.59

Per cent of time elapsed 78 %

Estimated cost of completed project, exclusive of engineering $ 20,531

Estimated per cent overrun ~~or underrun~~ 2.26 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,537.04

Engineering cost to date $ 1,000, 65.1 %

Date project was completed August 8, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	100	-	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The office crew finished the semi-final on Tuesday this week and submitted it to the division office.

NOTED

Signed
E. S. Thompson, Resident Engineer

Address Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.29	0.29		0.29	
Miles partially completed	0.29	0.29		0.29	
Miles completed	0.29	0.29		0.29	
Total estimated quantities (contract)	3,800	4,120		40 ton	
Total quantities corrected to date	4,692	3,796		36.37 ton	
Estimated quantities moved or placed to date	4,692	3,796		36.37 ton	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
AUG 8 1961
FOR FILING

[illegible]-1711

5932

COMMISSIONERS
[illegible]
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 8, 1961

Ontario Asphalt Paving Co.,
460 NE 4th Street
Ontario
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5932, awarded May 29, 1961, for grading-oiling Park Avenue in Nyssa, Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUL 27 1961
FOR FILING

323 1711

5932

July 27, 1961

CERTIFIED MAIL

Ontario Asphalt Paving Co.
460 N. E. 4th St.
Ontario, Oregon

Gentlemen:

Attached is your Cashier's Check No. 15-55051 in the amount of $1,000.00 which you submitted as a proposal guaranty with your bid on the Nyssa (Park Ave.) grading and oiling project in Malheur County, on which bids were received May 23, 1961.

As this contract, No. 5932, has been fully executed, we are returning your deposit to you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. John Herr
fp

RECEIVED
JUN 1 1961
FOR FILING

323-1711

5932

Salem, Oregon
June 1, 1961

Mr. John Herr
Accounting

We have in the safe as of June 1 the following checks submitted as proposal guaranties with their low bids at the bid letting of May 23, 1961:

1. Cashier's Check No. 15-55051 in the amount of $1,000.00, submitted by Ontario Asphalt Paving Co. on the Nyssa (Park Ave.) grading and oiling project in Malheur County, Contract No. 5932.
2. Cashier's Check No. 6905 in the amount of $2,500.00, U. S. Postal Money Order #9-3,892,624 for $100.00, U. S. Postal Money Order #9-3,892,625 for $100.00, and U. S. Postal Money Order No. 9-3,892,626 for $6.21, totalling $2,706.21, submitted by W. R. Sutherland, Wilbur, Wn., on the Washington State Line-S. Forest Boundary Rock Production Project in Wallowa County, Contract No. 5926.

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Dorothy Cook
fp

RECEIVED
JUN 6 1961
FORM E-90X 80M 7-60 29396
FOR FILING
323-1711

5932

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1961

SUBJECT: $250,000 Fund Project
City of Nyssa

To: Mr. R. L. Porter
Office Engineer

The required advance deposit has now been received from the city of Nyssa on the Park Avenue project. This project is now clear for award of a contract.

Original signed
C. G. Swenson
C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: V. D. Wolfe

RECEIVED
JUN 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

City of Nyssa

THE SUGAR CITY

NYSSA, OREGON

OFFICE OF
THE CITY MANAGER

14 SOUTH THIRD ST.
CITY HALL

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

May 25, 1961

NOTED
V. R. JONES

C. G. Swenson, County & City Relations Engineer
State of Oregon State Highway Department
Salem, Oregon

Dear Mr. Swenson:

Forwarded herewith is the City of Nyssa check in the amount of $2,300.00 to cover the cities advance deposit of the amount in excess of the $20,000.00 state allotment for the Park Avenue paving project. It would be appreciate if you would make arrangements to forward one set of the plans and specifications of this project for the City of Nyssa file. Certain elevations and other data on these plans and specifications will be of considerable assistance to the City of Nyssa in development of its Master Plan and future grade work adjacent to this project.

With kind personal regards,

Very sincerely,

A. H. Colby

A. H. Colby,
City Manager

AHC:B

RECEIVED
MAY 29 1961
ENGINEER
COUNTY & CITY RELATIONS

Red Parker not. fied 5/29/61

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

May 24, 1961

NOTED
V. R JONES

Mr. A. H. Colby
City Manager
City Hall
Nyssa, Oregon

Dear Mr. Colby:

On May 23, the Highway Commission opened bids on the Special City Allotment project on Park Avenue. The low bid was submitted by the Ontario Asphalt Paving Company and the revised estimate based on this bid is as follows:

Construction Items	$19,113.00
Flagging	100.00
Engineering & Contingencies, 12-1/2%	2,401.63
Survey	675.00
Total Anticipated Cost	$22,289.63

As per the agreement between the City and State, City is to pay all costs of the project in excess of $20,000. As the contract cannot be awarded until the City's advance deposit is in our hands, will you please at your earliest convenience forward a check in the amount of $2,300 made payable to the Oregon State Highway Commission to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HCA:mm

Check rec'd [illegible]

Nyssa (Park Ave.) Section

Grading and Oiling

Estimate
3-31-61

No.	Item	Quantity		Price	Amount
1	General Excavation, Unclassified	3,800	Cu Yds.	0^{75}	2850 -
2	Finishing Roadbed and Slopes	0.29	Miles	1000 -	290 -
3	Coarse Crushed Material in Base	3,600	Cu Yds.	2^{50}	9000 -
4	3/4"-0 Material in Base	520	Cu Yds.	3^{00}	1560 -
5	Sprinkling	100	M. Gals.	3^{00}	300 -
6	Preparation of Base	0.29	Miles	500 -	145 -
7	3/4"-0 Material in Binder Course	52	Cu Yds	5 -	260 -
8	Furnishing and Placing Aggregates	330	Cu Yds	5 -	1650 -
9	MC-2 Asphalt	8	Tons	65 -	520 -
10	120-150 Asphalt	32	Tons	60 -	1920 -
11	Extra for Oiling Approaches	9	Only	30	270
				Total	18,765 -
			Antic. Add items		
				Flagging	100 -
				Total	18,865 -
				12½ % E&C	2358^{13}
				Total	21,223^{13}
					304.52
					21,527.65

NOTED
C. G. [illegible]

March 29, 1961

Mr. A. H. Colby
City Manager
City Hall
Nyssa, Oregon

NOTED
Harold C. Ayers

Dear Mr. Colby:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment project on Park Avenue. Enclosed are two copies of an agreement covering this project.

Will you please have the City Council pass a resolution, similar to the enclosed sample, authorizing the Mayor and Recorder to sign the agreement. Please include three copies of this resolution with the signed copies of the agreement.

As the contract cannot be advertised until the signed agreement is in our hands, will you please have the Mayor and Recorder sign the two copies of the enclosed agreement, have the signatures attested by a third party, stamp with the City seal, and return both signed copies, along with three copies of the resolution of authorization to this office prior to April 14, 1961. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Very truly yours,

W. C. Williams
State Highway Engineer

agreemt received

By

C. G. Swenson
County and City Relations Engineer

HCA:mm
Encl.

RECEIVED
APR 14 1961
FOR FILING
323-1211

5922

April 13, 1961

Mr. Art H. Colby
City Recorder
City Hall
Nyssa, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Nyssa covering the Special City Allotment project on Park Avenue in Nyssa.

Very truly your

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
enc.

RECEIVED
APR 17 1961
FOR FILING

323-1711

5932

[illegible]

[illegible] Fund
17

Salem, Oregon
April 13, 1961

$250,000 Fund Agreement
City of Nyssa

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engr.

Attached is a conformed copy of an agreement with the City of Nyssa ;covering the Special City Allotment project on Park Avenue in Nyssa.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Nyssa.

Secretary

rn
Attach: 1

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
4/5/61

SUBJECT: $250,000 Fund Agreement
City of Nyssa

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Park Avenue in Nyssa. Two copies have been signed by the city and are ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 11/3/61.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

G S Paxson

11-3-60 Minute Page 32594
Floyd Query

✓ NOTED

NOTED

NOTED
Harold C. Ayers

11-21-60

LOCATION PROSPECTUS
OLD OREGON TRAIL HIGHWAY-FOURTH STREET SECTION
PARK AVENUE, NYSSA
MALHEUR COUNTY

The following prospectus is submitted concerning the above-mentioned section of Park Avenue in Nyssa. The overall length of the project is 0.30 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on existing alignment. The City of Nyssa is to construct the curbs.

The typical section will consist of a 20-foot traveled way with 8-foot parking on each side. The tentative base design by G. L. Decker is:

Wearing Surface	1¼"
Top Course, Base	2 "
Bottom Course, Base	14 "
Total Depth	17¼"

RECEIVED
NOV 23 1960
ENGINEER
COUNTY & CITY RELATIONS

Final agreements with the City will be necessary.

November 21, 1960

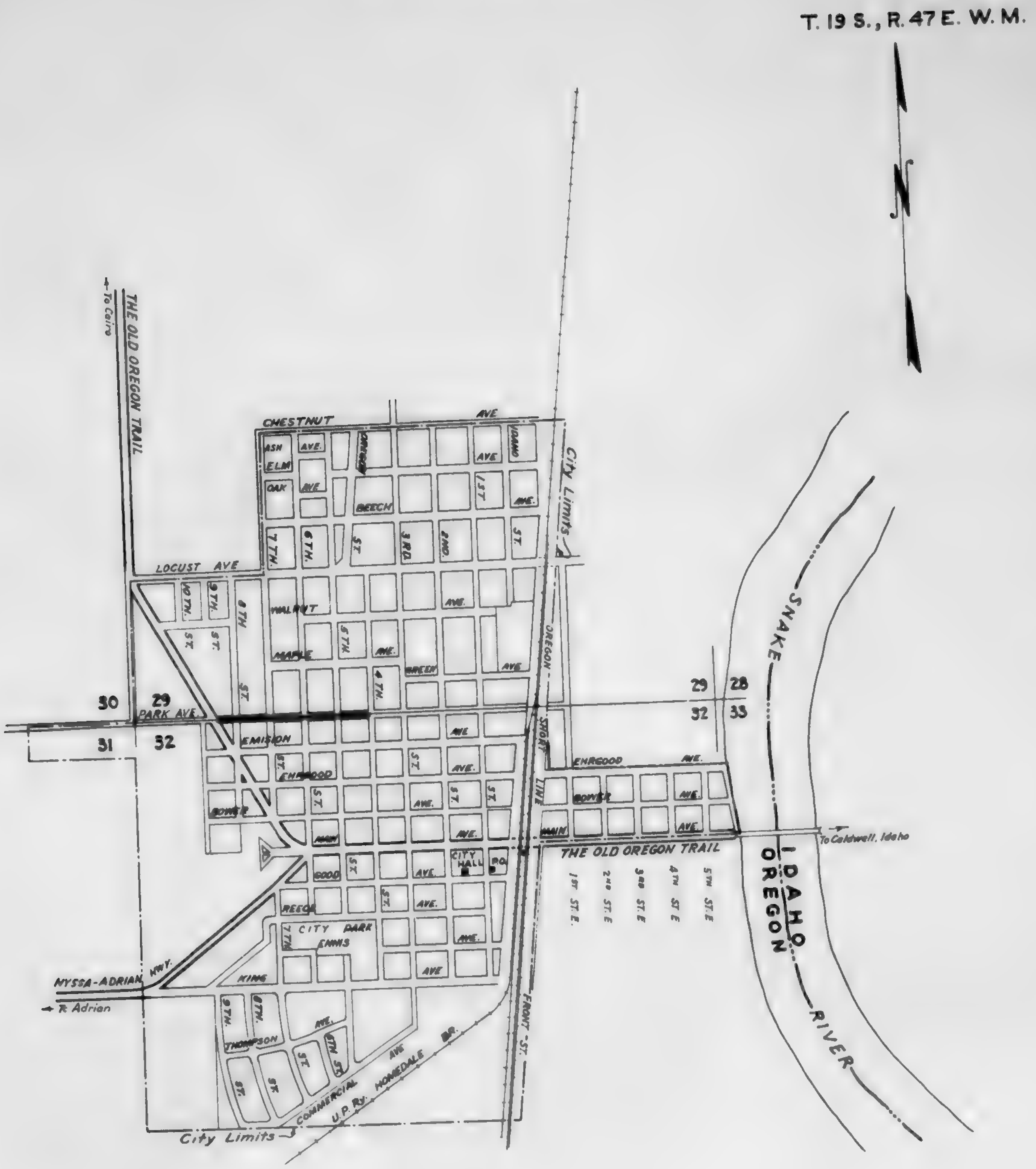
Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright

NYSSA

Scale 0 800 1600 2400

MALHEUR COUNTY



Rev. 6-14-57

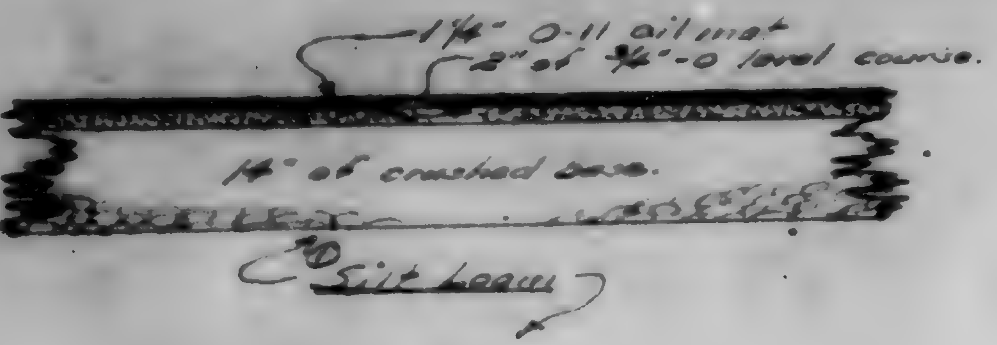
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Park Ave. (From The Old Oregon Trail Hwy - 4th St. Highway Nyssa City Street County Malheur Profile 223-1493

Res. Engr. E. S. Thompson Approx. Length of Project 0.4 Miles. Sta. ______ to Sta. ______ Date 11-15-60

Frost Penetration - 30"-36" TYPICAL SECTIONS Traffic Classif. - Medium (Traffic Div.)

Info on frost from Mark Colley, City Manager - Engineer.



① Typical Soil

26 LL
5 PI
83 % P.200
1 % Gravel
16 % Sand
66 % Silt
17 % Clay
1 [illegible] Blue

11-15-60

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
			1¼ 2 14
17			*17¼

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by S. L. Decker
Staff Assistant
[redacted]

Recommended by ______
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by Forrest Cooper
Deputy State Highway Engineer

A. St. Colby

Park ave

O. 30

4th to Hwy

36' width

between curbs

NYSSA

Scale 0 800 1600 2400

MALHEUR COUNTY

Aug 25-60

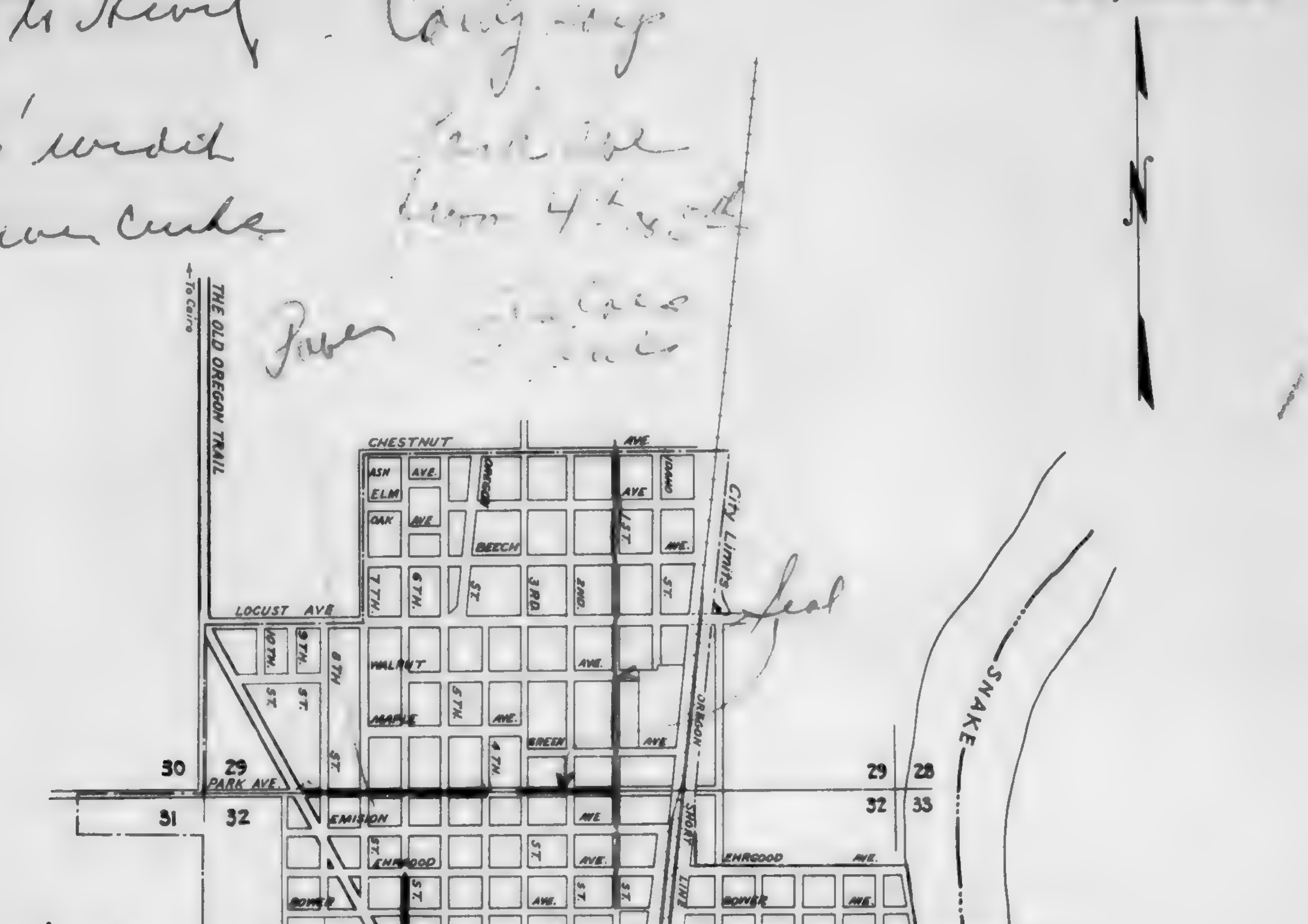
Caving-

Park Ave

from 4th & 5th

[illegible]

T. 19 S., R. 47 E. W. M.



[illegible]

Rev. 6-14-57

THE CITY OF NYSSA

**OFFICE OF
THE CITY MANAGER**

**CITY HALL
NYSSA, OREGON**

October 12, 1960

RECEIVED
OCT 14 1960
ENGINEER
COUNTY & CITY RELATIONS

Mr. C. G. Swenson,
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

At a regular meeting of the City Council held October 11th, 1960, the City Council instructed me to advise your office that upon a motion duly passed the City Council had approved an expenditure of $2,800. considered to be the amount in excess of a $20,000.00 project proposed for the City of Nyssa.

I would appreciate your advising this office of the results of this request to the highway commission and their appropriate action. On behalf of the governing body of the City of Nyssa please accept our sincere appreciation for your efforts in this project and I shall look foward to hearing from you.

Very sincerely yours,

A. H. Colby,
City Manager

AHC:B

2-15-61
A.H. Colby says
He will drain
ive to give grade

THE CITY OF NYSSA

OFFICE OF
THE CITY MANAGER

CITY HALL
NYSSA, OREGON

September 29, 1960

Mr. H. C. Ayers, Field Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Ayers:

Thank you for your letter of September 26, 1960.

While I have not as yet been able to discuss this matter fully with my City Council I have tenatively discussed it with several of its members and find that they are in accord with the excess of the amount beyond $20,000. I would appreciate your comments relative to the anticipated date that we may need this sum of money as I feel that in all probability after the July fiscal year 1961. We will have our regular City Council meeting on October 11th, and there I will obtain official sanction regarding this expenditure. In the interim period I feel quite certain that we can consider that my council will be in agreement and that the funds will be available.

With kind personal regards,

Very sincerely yours,

A. H. Colby
City Manager

AHC:B

RECEIVED
OCT 3 1960
ENGINEER
COUNTY & CITY RELATIONS

The Sugar City

3-8-60

RESOLUTION #226

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Nyssa is an incorporated city of the State of Oregon and has a population of 2850 as given by the latest official census; and

WHEREAS, the following streets of said city, King Street, Highway 201 to 1st Street, Park Avenue, Fourth to U.S. 20 First Street, Bower North to City Limits, Sixth Street, Ehrgood to Good, Park Avenue, 4th east to First

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Nyssa does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate A. H. Colby as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of March, 1960.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Nyssa at a regular or special meeting of said Council, held on the 8th day of March, 1960, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9th day of March, 1960.

A Colby

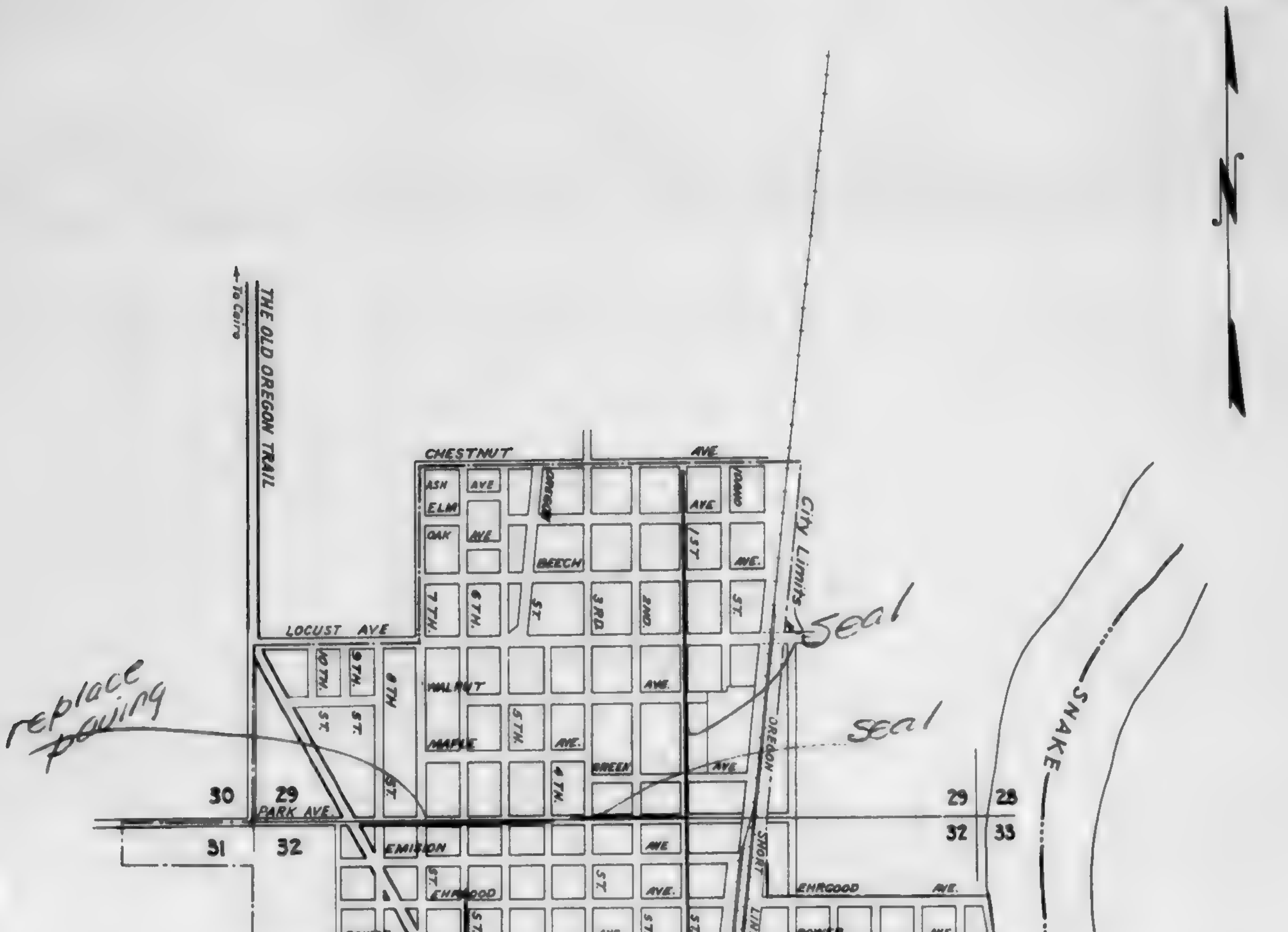
City Recorder

NYSSA

Scale 0 800 1600 2400

MALHEUR COUNTY

T. 19 S., R. 47 E. W. M.



Rev. 6-14-57

Council-Manager City
SINCE 1945

OFFICE OF THE
CITY MANAGER

MALHEUR
COUNTY

CITY OF NYSSA

14 SOUTH THIRD STREET NYSSA, OREGON
Telephone: 3018

NOTED
R. JONE

NOTED
John F. Hagemann

February 23, 1960

NOTED
C. G SWENSON

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Department
Salem, Oregon.

Dear Mr. Swenson:

With reference to your letter of January 12, 1960, I have delayed answering your letter pending the outcome of City Council approval for a proposed street improvement project. It would be appreciated if you would forward the necessary forms for the 1961 project. While we were evaluating our needs, we suffered considerable damage to our street intersections through flooded conditions as well as general pavement damage. This damage is most severe and will require a street repair project of some $30,000 before the summer months usage. Park Avenue has completely lost its base and it appears that will take a priority over King Street. A patch and seal job on Park will only be money wasted, however the replacement of one or two intersections and general patching may hold for another year. King Street did not suffer in the flood and I feel can go for another year or two in view of the emergency. The intersection approaches along Main Street are in serious condition and several must be replaced no doubt running at various places into the intersection.

Forms sent
2/25/60

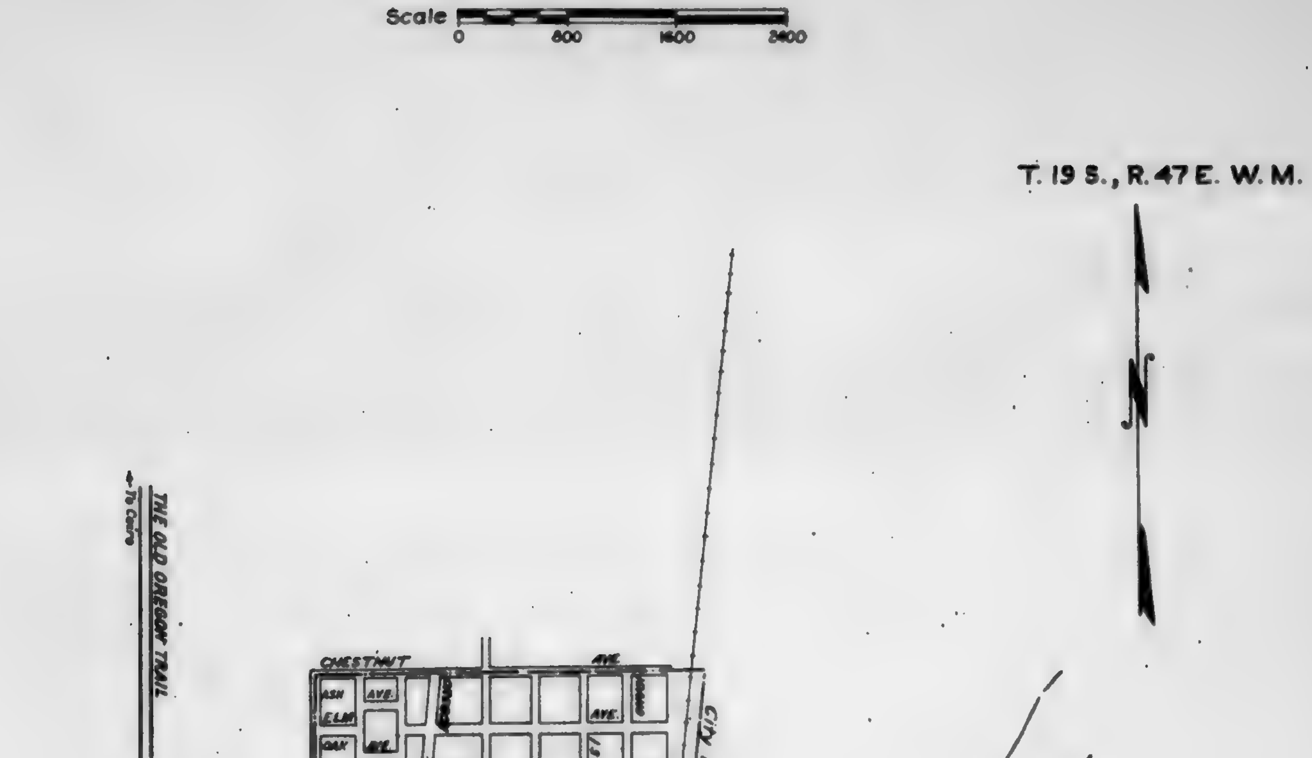
I have enclosed a map indicating the most serious areas and would appeciate your letting me know whether the State would assist in any way in this emergency. At times we had as much as two feet of water standing in the intersections for a period of two days. We pumped both day and night and of all places into the sanitary system, yet we had no choice. I think we can muster through emergency action some $15,000 and this amount would only take care of a portion of Park Avenue. I realize our request may be unusal yet excessive wear through trucking has completely removed the paving in most places down to the base and I feel certain for the mostpart the base is damaged.

Very sincerely yours,

A. H. Colby
City Manager

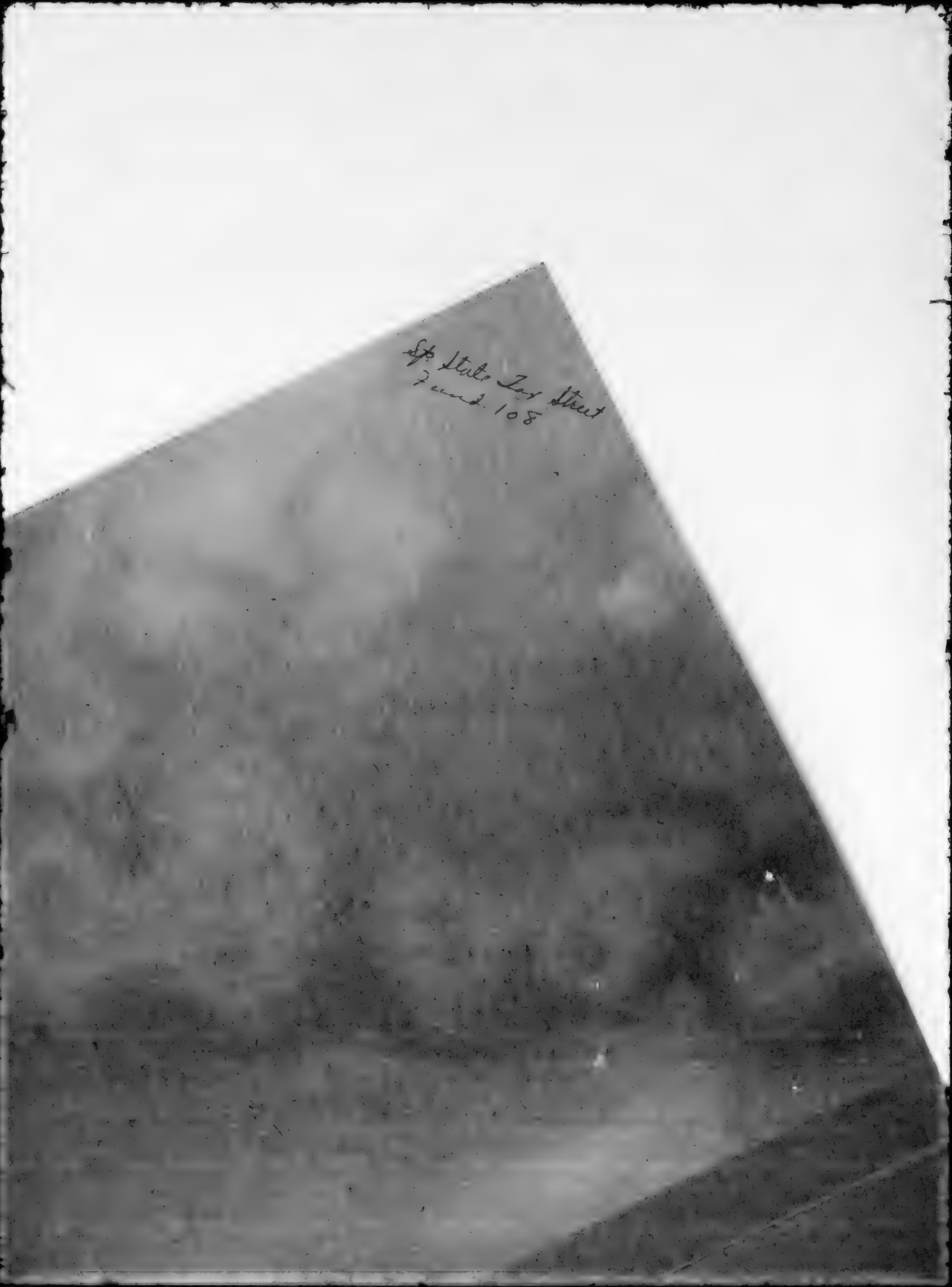
NOTED
JOHN D. GRAHAM

NYSSA



Red indicates areas in need of repair

324-1713 Silverton (S. Center St.) Grading
& Paving Proj.
#5933 1961



Sp. State Tax Street
Fund. 108

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
H. S. COX

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-23-62	CC-729		324-1713-295

City of Silverton
Silverton, Oregon
Attention: R. E. Borland, City Mgr.

INVOICE NUMBER: 72971

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION		QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit				900.00
City share of cost of South Center Street grading, basing paving and curbing project. Covered by agreement dated April 3, 1961.				
Total Cost	$8,563.74			
Agreed State share(Entire cost less concrete curbs)	7,663.74			
Agreed City share				900.00
To be refunded				None

NOTED
R. H. PRANGE

ACKNOWLED
Cash Received
By

A 150 (REVISED 7-60)

RECEIVED
AUG 30 1961
FOR FILING

334-1713

5933

August 29, 1961

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Wn.

Gentlemen:

State Highway Contract No. 5933, for grading and paving South Center Street in Silverton in Marion County, was completed by the contractor, Salem Road & Driveway Co., on August 2, 1961, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $7,317.57, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon

NOTED ON CARD
fp

fp

[illegible]

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 5, 19 61

Section Silverton (S. Center St.)

Kind of work Grading & Paving

Highway City Street County Marion

Section prefix 324 - 1713

Contractor Salem, Road & Driveway Co.

Contract number 5933

Date of contract May 29, 19 61

Specified work days 50

Date work started June 14, 19 61

Work days used 27

Project authorization $ 9,165.38

Exclusive of engineering $ 8,513.62

Per cent of time elapsed 54 %

Estimated cost of completed project, exclusive of engineering $ 7,317.57

Estimated per cent overrun or underrun 9% Under %

Per cent of contract completed, based on estimated cost 100% %

Engineering authorization $ 651.76

Engineering cost to date $ 589.21, 91% %

Date project was completed August 2, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	none	100	none	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Placed asphaltic concrete wearing course and completed work on driveways. Completed curb backfill and shaping sidewalk area.

Work on project was completed on Wednesday.

Thursday, I went over the project with Mr. Boreland, City Engineer; he expressed complete satisfaction with the project.

Friday, submitted semi-fihal estimate.

FINAL REPORT

NOTED

CONSTRUCTION DIVISION
RECEIVED
AUG [illegible] 1961

NOTED-- CE ACE ACE CDE

B

Noted
M. N. Juve

Arthur Duffy

Signed ArthurDuffy

Address P. O. Box 30, Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	350 ft	350 ft			350 ft
Miles partially completed	0	0			0
Miles completed	All	All			All
Total estimated quantities (contract)	1,350 cy	594 cy			220 ton
Total quantities corrected to date	1195.1 cy	520 cy			222.37 ton
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
JUN 20 1961
FOR FILING

324-171
5933

COMMISSIONERS
M. [illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 20, 1961

Salem Road & Driveway Co.,
P. O. Box 603
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5933, awarded May 29, 1961,
for grading-paving South Center Street
in Silverton, Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

NOTED
V. R. JONES

NOTED
W. S. COX

NOTED
Harold C. Ayers

June 8, 1961

Mr. Robert E. Borland
City Manager
City Hall
Silverton, Oregon

NOTED
C. G. SWENSON

Dear Mr. Borland:

This will acknowledge receipt of the City's check in the amount of $900 to cover cost of the curb construction on the South Center Street project. On May 29, the Highway Commission awarded Contract No. 5933 to the Salem Road & Driveway Company.

The enclosed copy of the contract and plans is for your information and records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm
Encl.

CITY OF Silverton
GATEWAY TO SILVER FALLS STATE PARK
SILVERTON · OREGON

R. E. BORLAND
City Manager

May 25th,1961

Mr.C.G.Swenson,
City and County Relations Engineer,
Oregon State Highway Department
Salem,Oregon.

Dear Mr.Swenson;

Enclosed find a check in the amount of $900.00 to cover the advance cost of concrete curb construction on South Center Street project in Silverton, which you have requested in your letter of May 24th and is in accordance with the terms of an agreement between the City and State dated April 3rd,1961.

Sincerely,

R E Borland
City Manager.

REB: amm
Enclosure- 1.

RECEIVED
MAY 26 1961
ENGINEER
COUNTY & CITY RELATIONS

May 24, 1961

Mr. Robert E. Borland
City Manager
City Hall
Silverton, Oregon

Dear Mr. Borland:

On May 23 the Highway Commission opened bids on the Special City Allotment project on South Center Street. The low bid was submitted by the Salem Roads & Driveways Company and the anticipated cost of the project based on this bid is as follows:

Contract Items	$ 7,947.00
Flagging	200.00
Engineering & Contingencies, 12-1/2%	1,018.38
Survey	400.00
Total Anticipated Cost.	$ 9,565.38

As per the agreement executed between City and State, City is to advance the cost of concrete curb construction. The cost of the curbs as bid is $900. As the contract cannot be awarded until the City's advance deposit is in our hands, will you please forward to this office a check made payable to the Oregon State Highway Commission in this amount at your earliest convenience.

Very truly yours,

W. C. Williams
State Highway Engineer

Check received
5-26-61

By

C. G. Swenson
County & City Relations Engineer

HCA:mm

RECEIVED
APR 20 1961
FOR FILING

324-1713

5933

April 20, 1961

Mr R. E. Borland, Recorder
City Hall
Silverton, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Silverton covering the Special City Allotment project on South Center Street in Silverton.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc. 1

RECEIVED
APR 21 1961
FOR FILING

324-1713
5733

4-21-61

Spec. State $ Fund
#108

Salem, Oregon
April 20, 1961

$250,000 Fund Agreement
City of Silverton

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engr.

Attached is a conformed copy of an agreement with the City of Silverton covering the Special City Allotment project on South Center Street in Silverton.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Silverton.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

4/7/61

Salem, Oregon

SUBJECT: $250,000 Fund Agreement
City of Silverton

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on South Center Street in Silverton. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 11/3/60.

John D. Graham
John D. Graham
County & City Relations Office Engr.

JDG:mm
Att.

11-3-60 Min. Page 32874
Floyd Query

NOTED
Harold C. Ayer

SILVERTON (SOUTH CENTER ST)
MARION COUNTY

4-16-61

Clearing and Grubbing	As Specified		250 -
General Excavation, Unclassified	1350 cu yds	2^{00}	2700 -
Concrete Curbs	24 cu yds	50 -	1200 -
Adjustment of Manholes	3 only	75 -	225 -
Coarse Crushed Material in Base	500 cu yds	3^{25}	1625 -
3/4"-0 Material in Base	94 cu yds	3^{50}	329 -
Sprinkling	16 M-Gals	4^{00}	64 -
Class "B" Asphaltic Concrete	220 tons	10^{50}	2310
Extra for Paving Approaches	6 only	30^{00}	180
			8883 -
	Anticipated		200 -
Flagging 200			9083 -
	Eng. & Cont. 12½%		1135.38
			$10 218.38

RECEIVED
AUG 14 1961
ENGINEER
COUNTY & [illegible] RELATIONS

250,000 '61 [illegible]

[illegible] Estimate

[illegible] Curb [illegible] set from [illegible] Easterly for [illegible] 350 lin. ft.

Grade, [illegible] crushed base rock 3" leveling course and 3" asphaltic [illegible] pavement 30' in width

Excavation	1350.	180 Cuyds	$2.50	$450.00
Concrete Curbs	24	25 Cuyds	60.00	1500.00
Coarse Crushed [illegible]	500	550 Cuyds	3.50	1725.00
3/4"-0 in base	90	90 Cuyds	3.75	337.50
Sprinkling	15	18 M [illegible]	4.00	72.00
Adjust manholes	3	[illegible]	75	75.00
Class B Asphalt Concrete	220	225 Tons	12.00	2700.00
			8,865.00	$7,059.50
				882.44
				380.00
				$8,321.94

Total $8500.00

City $1,500

State $1,000

CITY OF Silverton
GATEWAY TO SILVER FALLS STATE PARK
SILVERTON · OREGON

R. E. BORLAND
City Manager

March 17,1961

Mr. C.G.Swenson, Engineer,
County and City Relations,
Oregon State Highway Department,
Salem,Oregon.

Dear Mr.Swenson:

With reference to the proposed South Center Street paving project in Silverton to be financed from the Special City Allottment Fund which was approved by the State Highway Department on November 3, 1960, we wish to advise that the existing 8-inch sanitary sewer extending on a 12% grade from a manhole at the intersection of Center with West Main Street southerly for a distance of 150 feet to a manhole on South Center Street has been lowered, as requested.

To complete the sewer job requires constructing a manhole opposite your station 0 + 64. We would like to have your permission to construct this manhole at the time the street grading work is done.

The enclosed sketch shows the new location of the sewer line.

Sincerely,

R. E. Borland
City Manager.

REB:
enclosure- 1.

Copy & plan
given to Walkers office
3-20-61

RECEIVED
MAR [illegible] 1961
ENGINEER
COUNTY & CITY RELATIONS

1961 proj

FORM E-30 50M 7-60 20398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED

NOTED
H. S. COX

Salem, Oregon
December 27, 1960

SUBJECT: Silverton (S. Center St.) Section
Marion County
Prefix 324-1480

To:

Mr. L. L. MacIntyre
Resident Engineer
Oregon State Highway Department
1101 North Pacific Highway
Albany, Oregon

NOTED
C. Ayers

Recently you were requested by this office to hold up the work on the subject project until the City of Silverton had cleared the right of way for the project. Attached is a copy of a letter from the City Manager indicating that this matter has been resolved. Will you therefore proceed with this location as soon as convenient.

Would recommend you contact them in the very near future and obtain the information listed in the attached letter.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. C. G. Swenson

NOTED
JOHN D. GRAHAM

RECEIVED
DEC 28 1960
ENGINEER
COUNTY & CITY RELATIONS

CITY OF Silverton
GATEWAY TO SILVER FALLS STATE PARK
SILVERTON · OREGON

R. E. BORLAND
City Manager

Dec. 22,1960

Mr.C.G.Swenson,
County and City Relations Engineer,
State Highway Department,
Salem,Oregon.

Dear Mr. Swenson:

With reference to the proposed South Center Street paving project in Silverton, to be financed from the Special City Allottment Fund which was approved by the State Highway Commission On November 3rd, we wish to advise that street right-of-way boundaries have been settled. We have made a survey of the properties abutting on the portion of the street to be improved and established survey points which can be used in making the preliminary engineering survey.

We have prepared a map showing property lines, sewer lines, water lines, gas lines and locations of reference points for your use in making the engineering survey. Your field corps may obtain this map by calling at the City Hall or we will mail it to you if you will advise us to whom it is to be sent.

Sincerely,

R. E. Borland
City Manager.

Copy to Doug Walker
12-27-60
REB:amm

RECEIVED
DEC 27 1960
ENGINEER
COUNTY & CITY RELATIONS

CITY OF Silverton
GATEWAY TO SILVER FALLS STATE PARK
SILVERTON · OREGON

R. E. BORLAND
City Manager

NOTED
H. S. COX

NOTED
[illegible]

NOTED
[illegible] C. [illegible]

Dec. 7th, 1960

Mr. C.G.Swenson, Engineer,
County and City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

In regard to the Silverton South Center Street construction project to be financed from the Special City Allotment Fund which was approved at the November 3rd meeting of the State Highway Commission, we wish to have you hold up the engineering work on this project for a short time until we are able to obtain a ten-foot strip of land needed for street purposes.

We will advise you as soon as this matter is settled.

Sincerely,

R. E. Borland
City Manager.

REB:amm

Copy to Doug Walker
11-8-60

RECEIVED
DEC 8 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
[illegible] C. [illegible]

NOTED
[illegible]

NOTED
Harold C. Ayers

NOTED

NOTED
H. S. COX

LOCATION PROSPECTUS
SILVERTON (SOUTH CENTER STREET)
MARION COUNTY

12-8-60

The following prospectus is submitted concerning the above-mentioned section of South Center Street in the city of Silverton. The northerly terminus is at the intersection of South Center Street and West Main Street. The southerly terminus is approximately 350 feet southeasterly of the intersection of South Center and West Main Streets on South Center Street. The overall length of the project is 350 feet.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on existing alignment. Construction of footpaths or sidewalks are not to be included in this project.

The typical section will consist of a 30-foot curbed street section.

Soils investigation has been made. Drainage will be determined by survey. The approved base design by G. L. Decker is:

Paving, Base and Wear	3"	AC
Top Course, Base	2"	3/4"-0 Crushed
Bottom Course, Base	10"	Coarse Crushed
Total Depth	15"	

Final agreements with the city will be required.

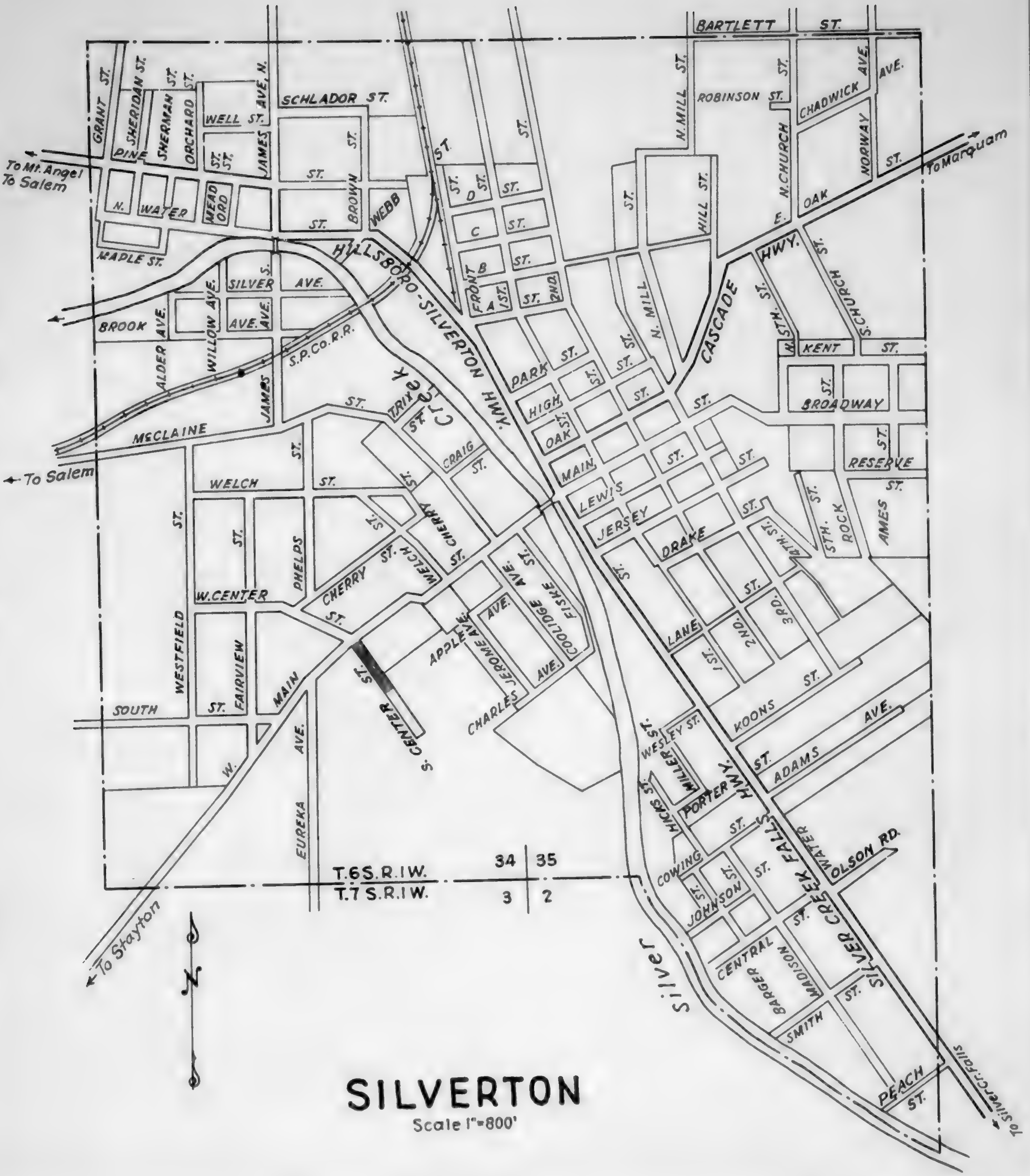
December 8, 1960

OK

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright

RECEIVED
DEC 13 1960
ENGINEER
COUNTY & CITY RELATIONS



SILVERTON

Scale 1"=800'

Rev. 4-1-52

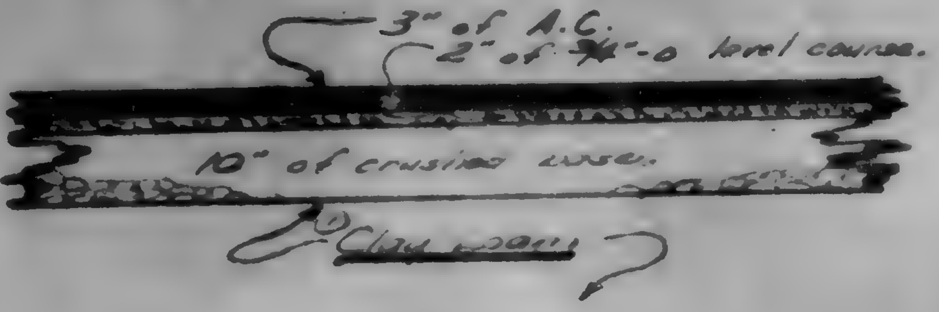
PROPOSED **PROPOSED**

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

S. Center Street Highway City of Silverton County Marion Profile
Engr. Length of Project ___ Miles. Sta. ___ to Sta. ___ Date 10-9-60

TYPICAL SECTIONS Traffic Classif. - Medium (Residential - From: H.C. Ayers.

Soil survey and recommended surfacing thickness completed at the request of H. C. Ayers, County-City.



① Typical Soil

41 LL
13 PI
72 % P.200
6 % Gravel
22 % Sand
34 % Silt
38 % Clay
12 "R" Value

11-3-60

RECEIVED
OCT 10 1960
ENGINEER
COUNTY & CITY RELATIONS

Required Base & Base: Crushed	Required Base & Base: Not Crushed	Designed Base & Base: Exist. Surf. Allow.	Designed Base & Base: New Work	
			3	A.C.
			2	L.C.
			10	Cr. Base
15			15	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Submitted by
Chief Assistant

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

$ 250,000 '60 Silverton 8-29-60

With C-G.S. Investigated Condition & use of a short section of S Center Street, Mr. Borland said Council most wished this project above all others on resolution

Leads to new housing area, Mr. Borland said they were only asking for this short section as there was no assessable property. City plans on reconstructing balance of street themselves.

Leads to area of heavy sudden increase in population so believe we can recommend.

Mr. Borland said City would get easements and pay Cost of Curbs.

H C Ayers

CITY OF Silverton
GATEWAY TO SILVER FALLS STATE PARK
SILVERTON · OREGON

R. E. BORLAND
City Manager

August 25th, 1960

Mr. Harold C. Ayers, Field Engineer,
County and City Relations,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Ayers:

Referring to our Resolution Number 448, dated January 5th, 1960, in which the City of Silverton requested State Aid for six street projects under the State's $250,000 allocation program, we wish to advise that City Council seems to favor the South Center Street project as the most important one of the six listed.

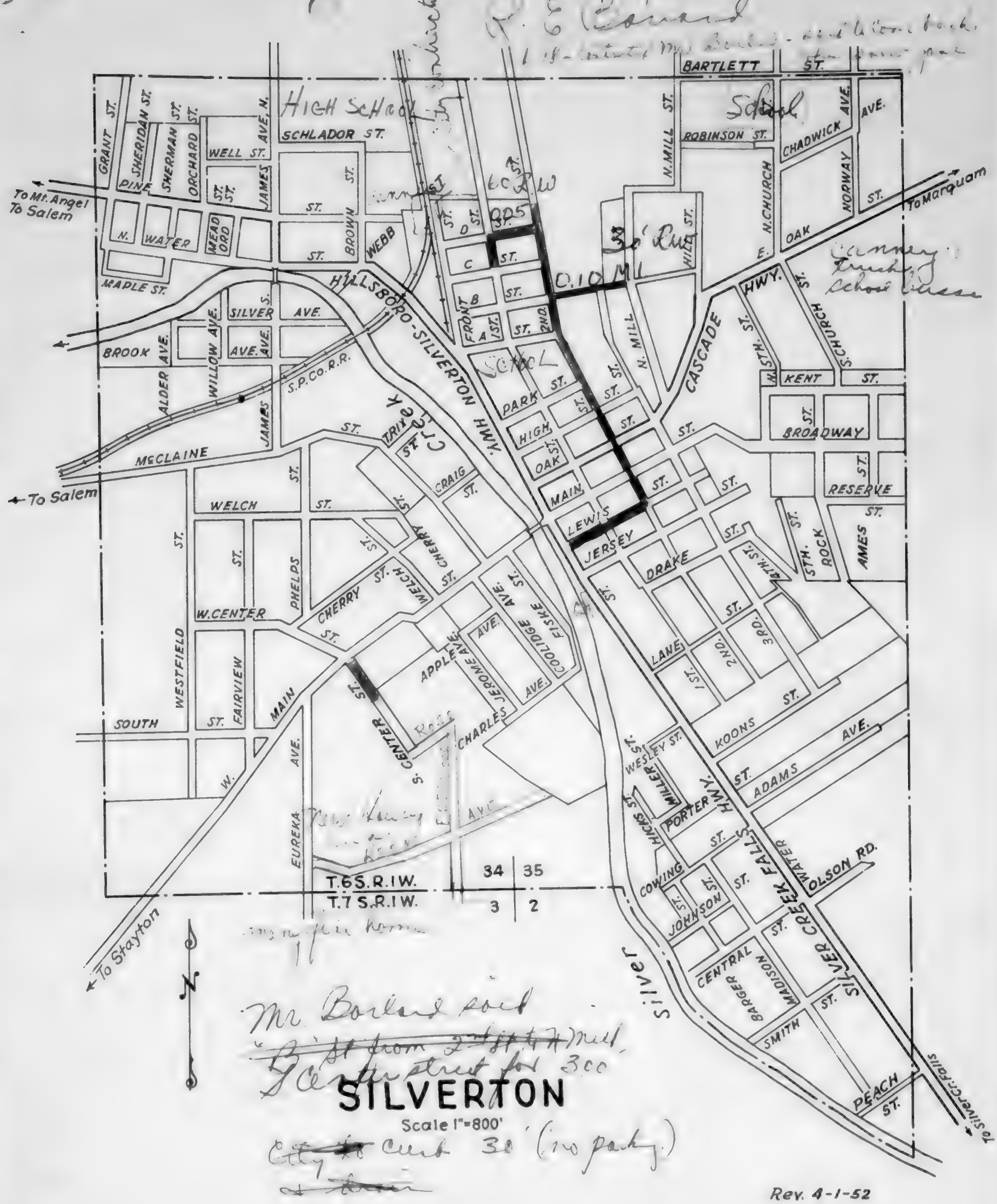
We would appreciate having you view this proposed South Center Street project as some changes, particularly in shortening the length of street to be improved, have been made.

Sincerely,

R. E. Borland
City Manager.

REB:amm

RECEIVED



Mr Borland said
~~"B" St from 2nd St to N Mill~~
S Center street for 300

SILVERTON

Scale 1"=800'

~~City to~~ Curb 30' (no parking)

Rev. 4-1-52

No. 448

RESOLUTION

1-4-60

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Silverton is an incorporated city of the State of Oregon and has a population of 3190 as given by the latest official census; and

WHEREAS, the following streets of said city,

N.Second Street, from Lewis St. to Point 100' North of "D" Street

Lewis Stree, from Water to Second Street

N.First St. from "C" to "D" Street

"D" Street, from First to Second Street

"B" Street, from Mill to Second Street

S.Center St., Southeasterly 350 ft. from South line of W.Main St.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

cc-50 (1959 Rev.)

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Silverton does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate R.E.Borland, City Manager as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 4th day of January, 1960.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

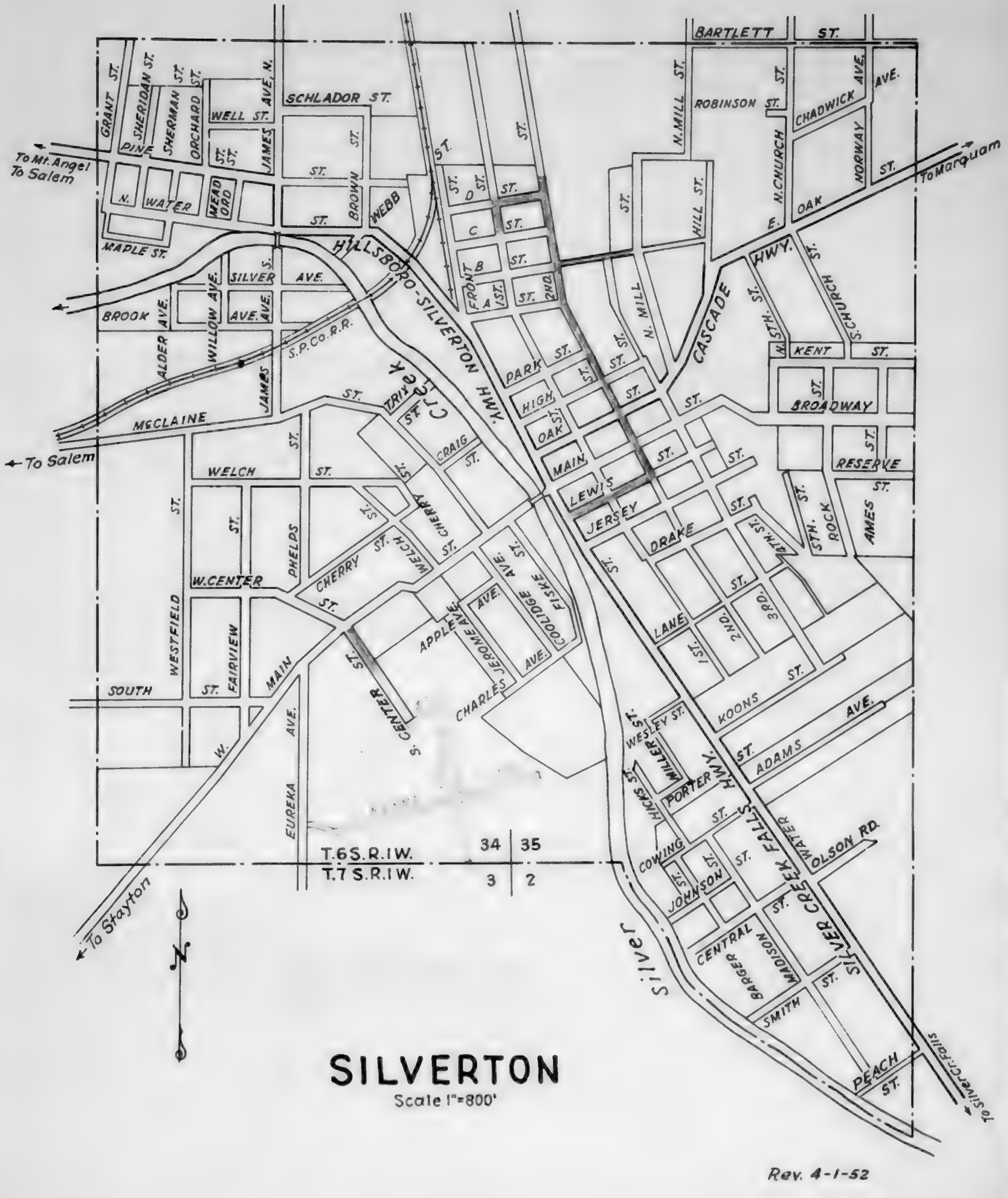
---- ------------- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Silverton at a regular or special meeting of said Council, held on the 4th day of January, 1960, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 5th day of January, 1960.

R. E. Borland

City Recorder



SILVERTON

Scale 1"=800'

Rev. 4-1-52

365-1706 St. Helens (Columbia Blvd. & N.
Vernonia Rd.) Paving Proj.
[illegible] 1961

[illegible] 89

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
[illegible] C. Ayers

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-30-62	cc - 789		305-1706-295

NOTED
H. S. COX

INVOICE NUMBER
76761

NOTED
[illegible]N HARTWELL

- City of St. Helens
- City Hall
- St. Helens, Oregon

Attn. Mr. L. W. Mickelson, City Recorder

NOTED
V. R. JONES

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Special City Allotment project, Columbia Blvd., and North Vernonia Road covered by agreement dated March 21, 1961.			
Advance Deposit			$2,100.00
Final cost as per attached statement		20,173.93	
Agreed State's share		20,000.00	
Agreed City's share			173.93
To be refunded			$1,926.07

RECEIVED
OCT 30 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
R. H. PRANGE

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $................

By..

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
DON HARWELL

October 30, 1962

NOTED
Harold C. Ayers

Mr. L. W. Mickelson
City Recorder
City Hall
St. Helens, Oregon

Dear Sir:

Final costs are now available on the Special City Allotment project on Columbia Boulevard and North Vernonia Road and, as per the attached statement, a refund of $1,926.07 is due the City. A check in this amount will be forwarded to you within the next few days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HCA:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT 10/29/62
ITEMIZED STATEMENT OF FINAL COST Reference: Billing Form cc-789

Special City Allotment Project
City of St. Helens
Columbia Boulevard and North Vernonia Road
Contract No. 5934

PAYMENTS TO CONTRACTOR

Item	Quantity		@	Total
3/4'-0" material in base	362.50	c.y.	$ 3.00	$ 1,087.50
Preparation of base	0.49	mile	400.00	196.00
RS-2 asphalt in base	1.1	tons	50.00	55.00
Class B asphaltic concrete	1979.93	tons	7.18	14,215.90
Extra for paving approaches	11	only	20.00	220.00

Subtotal, Contract Items	$15,774.40
Engineering & Contingencies	3,864.57
Survey	534.96
Total Project Cost	$20,173.93
Agreed State's share	20,000.00
Agreed City's share	$ 173.93
City's advance deposit	2,100.00
REFUND DUE CITY..........	$ 1,926.07

HCA:mm

NOTED

NOTED
H S COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
August 15, 1962

To: Memo to the File

SUBJECT: St. Helens
(Columbia Boulevard-
Vernonia Road)
Contract 5934

At the completion of subject project a State force order was issued for paving by State forces to correct low quarters along Vernonia Road.

This is to advise that on July 30, 1962, this work was performed and completed by State forces. In a letter from Mr. Clarence Wagner, City Engineer, he indicated that this work is satisfactory.

A. E. JOHNSON
Division Engineer

CONSTRUCTION DIVISION
RECEIVED
AUG 16 1962
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

AEJ:gp

cc: F. D. Morgan
I. A. DeFrance
James Cochell
E. E. Johnston

Sent copy to Co.

RECEIVED
AUG 17 1962
ENGINEER
COUNTY & CITY RELATIONS

St. Helens, Oregon
Box 246
August 13, 1962

A. R. Johnston
Division Engineer
Box 4699, Sellwood Station
Portland, Oregon

Dear Al.:

Columbia Boulevard - North Vernonia Road has now been completed to the City of St. Helens satisfaction; the job was inspected in the presence of Jim Cochelle and officials of the City as well as myself.

The City of St. Helens appreciates your coming back and taking care of the surfacing. The driveways are now satisfactory.

Thank you for your cooperation in this matter.

Yours truly,

City Engineer

cc Lee Mickelsen, City Recorder

Completed July 30th

RECEIVED
AN 10 1962
FOR FILE

5934

file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1962

SUBJECT: State Force Order No. 1
St. Helens City Street
Contract No. 5934

To:
Mr. L. H. Young
Office Engineer
OFFICE

Enclosed find State Force Order No. 1 in the amount of $1,250 for patching low quarters with Class "C" A.C. mix.

The resident engineer and inspector on this project did not give the job proper attention. As a result, a 2- to 3-inch lip (or rise) was left at the driveway curb line. Since the mistake was ours, we feel that we are obligated to place this lift of surfacing to eliminate the difficulty.

The contractor has long since left the vicinity so we propose to do the work with our patching extra gang crew.

Sufficient disciplinary action has been taken with the individuals involved.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:fp

Enc.

cc R. L. Porter
A. B. Johnson

RECEIVED

NOTED
R. L. PORTER

RECEIVED
DEC 12 1961

FOR FILING

5934

December 11, 1961

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

State Highway contract #5934 for paving Columbia Blvd., and North Vernonia Road in St. Helens, Columbia County, was completed by the contractor, B & K Paving Co., on November 14, 1961, and was formally accepted by the Highway Commission on December 8, 1961.

Final payment in the amount of $500.00 will be released to the contractor on or after December 18, 1961. The total contract amount is $15,774.40, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Travelers Indemnity Co.,
Phil Grossmayer Co.,
P. O. Box 1191
Portland 7, Oregon

cc: B & K Paving Co.,
808 North 20th
Kelso
Washington

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section (Columbia Blvd & N. Vernonia Rd) St Helens

Highway City Street County Columbia

Contractor B & K Paving

Date of contract May 31, 1961

Date work started October 19, 1961

Project authorization . . . . . $ 21,577.39

Exclusive of engineering . . . . $ 20,043.00

For Week Ending November 18, 1961

Kind of work Paving

Section prefix 305-1706

Contract number 5934

Specified work days 40

Work days used 40

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 15,774.40

Estimated per cent overrun or underrun . . . . 16.2 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 1,534.39

Engineering cost to date $ 2,200.00, 143 %

Date project was completed November 14, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed paving top AC on Tuesday. Clean-up and removal of contractors equipment was accomplished on Tuesday.

Mr. Johnson and Mr. Hunter made final inspection of this project on Wednesday of this week.

Mr. Wagner, acting city engineer, also inspected the project on Wednesday and approved the project.

The semi-final estimate for this project was completed and submitted to Division Office on Thurdday of this week.

FINAL REPORT

YB cB

NOTED

Signed James W Cockell

Address P. O. Box 282, Beaverton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.46			0.46
Miles partially completed					
Miles completed		0.46			0.46
Total estimated quantities (contract)		610			2,230
Total quantities corrected to date		362.5			1,979.93
Estimated quantities moved or placed to date		362.5			1,979.93
Average daily quantities					400
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					10
Average force on project for week					8

Men 7

Supervision 1

Men and trucks under 3 tons 3

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers 1, Barber Greene 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUN 28 1961
FOR FILING

5934

COMMISSIONERS
M. K. McIVER, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 28, 1961

B & K Paving Co.,
808 North 20th
Kelso
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5934, awarded May 31, 1961, for paving Columbia Blvd.-Vernonia Road Section (St. Helens), Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

June 8, 1961

Mr. Swep Morton
Public Works Superintendent
City Hall
St. Helens, Oregon

Dear Mr. Morton:

This will acknowledge receipt of the City's advance deposit of $2,100 for the Columbia Boulevard and Vernonia Drive project. The Highway Commission has awarded Contract No. 5934 to the B&K Paving Company.

Enclosed for your information and records are a copy of the contract and two sets of plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

BCA:mm
Encl.

cc: Mr. L. W. Mickelson, City Recorder

NOTED
C G SWENSON

NOTED
Harold C. Ayers

May 24, 1961

Mr. L. W. Mickelson
City Recorder
City Hall
St. Helens, Oregon

NOTED
V. R. JONES

Dear Mr. Mickelson:

On May 23, 1961 the Highway Commission opened bids on the Special City Allotment project on Columbia Boulevard and Vernonia Drive. The low bid was submitted by the B & K Paving Company of Kelso, Washington, and the revised estimate based on this bid is as follows:

Contract Items	$19,079.90
Flagging	100.00
Engineering & Contingencies, 12-1/2%	2,397.49
Survey	550.00
Total Anticipated Cost.	$22,109.39

As per the agreement between City and State, City is to pay all costs of the project in excess of $20,000. As the contract cannot be awarded until the advance deposit is in our hands, will you please at your earliest convenience forward to this office a check made payable to the Oregon State Highway Commission in the amount of $2,100.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm

Check Rec'd 5/31/61
Porter Notified 5/31/61

14

RECEIVED
MAR 22 1961
FOR FILING

[redacted] 106

March 22, 1961

Mr. L. W. Mickelson
City Recorder
City Hall
St. Helens, Oregon

Dear Sir:

We are enclosing for the records and files of the City of St. Helens a fully executed copy of an agreement between the State Highway Commission and the City of St. Helens covering the Special City Allotment project on Columbia Boulevard and Vernonia Road in St. Helens.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAR 22 1961
FOR FILING

505-1706

5944

3-22-61
[illegible]
#9

Salem, Oregon
March 22, 1961

$250,000 Fund Agreement
City of St. Helens

Mr. C. G. Swenson
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Enginner

Attached is a conformed copy of an agreement with the City of St. Helens covering the Special City Allotment project on Columbia Boulevard and Vernonia Road in St. Helens.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, St. Helens, Oregon.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
3/17/61

SUBJECT: $250,000 Fund Agreement
City of St. Helens

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Columbia Boulevard and Vernonia Road in St. Helens. Two copies of the agreement have been signed by the Highway Commission. Both copies require your signature of approval.

The project was approved 11/3/61.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

G S Paxson

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11. 3. 60 Min. Page 32894
Lloyd Query

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
C. G SWENSON

March 1, 1961

Mr. L. W. Mickelson
City Recorder
City Hall
St. Helens, Oregon

NOTED
V. R JONES

Dear Mr. Mickelson:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment project on Columbia Boulevard and North Vernonia Drive. Enclosed are three copies of an agreement covering this project.

Will you please have the City Council pass a resolution similar to the enclosed sample authorizing the Mayor and yourself to sign the agreement. Please include three copies of this resolution with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreement is in our hands, will you and the Mayor please sign two copies of the enclosed agreement, have the signatures attested by a third party, stamp with the city seal, and return both signed copies to this office prior to April 15. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the City's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County &City Relations Engineer

agreement Received
3-10-61

HCA:mm
Encl.

S. "HEINIE" HEUMANN, MAYOR

COUNCILMEN:
ROY I. HARRINGTON, PRES.
ELZA G. WEED
M. E. McMICHAEL
LEW WINKLER

The City of St. Helens
OFFICE OF CITY RECORDER
St. Helens, Oregon

L. W. MICKELSON
CITY RECORDER AND MUNICIPAL JUDGE
MARSHALL C. HJELTE
CITY ATTORNEY
J. W. HUNT
CITY TREASURER
SWEP MORTON, JR.
SUPT. OF PUBLIC WORKS
GLENN I. RAY
CHIEF OF POLICE
MIKE BASEEL
FIRE CHIEF

February 14, 1961

NOTED
[illegible]

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

Replying to your letter of January 30, 1961, arrangements are being made to assume the additional cost of the Columbia Boulevard-Vernonia Road project.

The city plans to have its portion of the project completed sometime between July 1 and July 15, depending upon weather conditions.

Yours very truly,

L. W. Mickelson
City Recorder

RECEIVED
FEB 16 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

NOTED
C. G SWENSON

January 30, 1961

NOTED
Harold C. Ayers

Mr. Swep C. Morton
City Superintendent
City Hall
St. Helens, Oregon

NOTED
V R JONES

Dear Mr. Morton:

The field data for the Columbia Boulevard-Vernonia Drive Special City Allotment project has been received in this office and reflects a higher cost than originally estimated.

The engineering estimate is $28,500. Will you please advise us as soon as possible if the city is willing and able to pay this additional anticipated cost.

Will you also please advise us as to the date the city plans to complete its portion of the project so that we may schedule the letting of the project.

Very truly yours,

C. G. Swenson
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1960

NOTED
H. S. COX

NOTED
C. G SWENSON

SUBJECT: St. Helens City Project

To: Mr. C. G. Swenson

NOTED
C. Ayers

NOTED

NOTED
Harold C. Ayers

In view of the fact that when this project was presented to the Highway Commission for its approval the City of St. Helens' population was below 5,000, we will go ahead with the project.

G S Paxson
G. S. Paxson
Assistant State Highway Engineer

GSP:ae

NOTED
JOHN D. GRAHAM

12-8-60 NOTED H. S. COX

NOTED
[illegible]

LOCATION PROSPECTUS
COLUMBIA BOULEVARD and VERNONIA DRIVE SECTION
CITY OF ST. HELENS
COLUMBIA COUNTY

The following prospectus is submitted concerning the above-mentioned sections of Columbia Boulevard and Vernonia Drive in the city of St. Helens. The project is Columbia Boulevard from Bradley Street to North Vernonia Drive and North Vernonia Drive from Columbia Boulevard to Sherman's Corner. The overall length of the project is 0.48 mile.

This will be a location survey to prepare plans, specifications, and estimates for paving on existing alignment. Both streets, Columbia Boulevard and Vernonia Drive, having 16 feet and 9 feet of PCC respectively, will be widened by the city to 40-foot curbed street sections. The city is to grade, drain, curb, and place base rock prior to the State's contract. The State's share of this project is placing the leveling course and paving.

The typical section will consist of a curbed street section with a 24-foot travel way and 8-foot parking each side. The approved base design, on new work, by G. L. Decker is:

Paving, Base and Wear	3½"
Top Course, Base	2 "
Bottom Course, Base	15 "
Total Depth, New Work	12½"
Total Depth, Old Work	1½" AC Minimum

OK
H.E.G.

Final agreements with the city will be necessary.

December 8, 1960

RECEIVED
DEC 13 1960
ENGINEER
COUNTY & CITY RELATIONS

Attach.

cc
W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

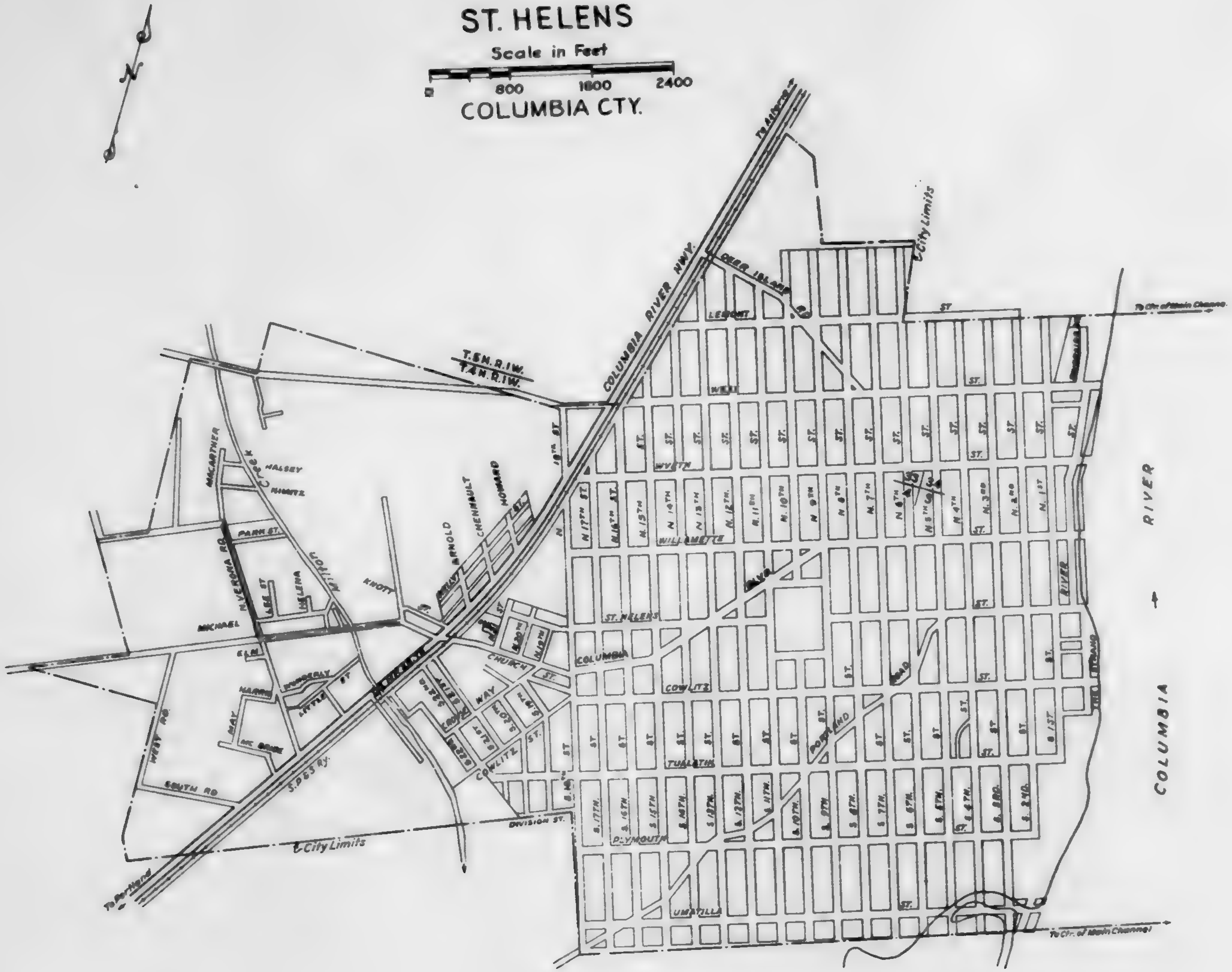
NOTED
JOHN D. GRAHAM

ST. HELENS

Scale in Feet

0 800 1600 2400

COLUMBIA CTY.



REV 7-2-52

NOTED
H. S. COX

NOTED
Harold C. Ayers

November 3, 1960

NOTED
C. G SWENSON

Mr. Swep Morton, Jr.
Superintendent of Public Works
City Hall
St. Helens, Oregon

Dear Mr. Morton:

At its November 3 meeting the State Highway Commission approved the City's request for a construction project on a portion of Columbia Boulevard to be financed from Special City Allotment funds.

The project was approved on the basis that the City place curbs, drainage, and base rock prior to the State's project and pay all costs of the State's project in excess of $20,000.

You will be contacted in the near future to work out engineering details of the project and determine the date you will have the City's portion of the work completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm

S. "HEINIE" HEUMANN, MAYOR

COUNCILMEN:
ROY I. HARRINGTON, PRES.
ELZA G. WEED
M. E. McMICHAEL
LEW WINKLER

The City of St. Helens
OFFICE OF CITY RECORDER
St. Helens, Oregon

L. W. MICKELSON
CITY RECORDER AND MUNICIPAL JUDGE
MARSHALL C. HJELTE
CITY ATTORNEY
J. W. HUNT
CITY TREASURER
SWEP MORTON, JR.
SUPT. OF PUBLIC WORKS
GLENN I. RAY
CHIEF OF POLICE
MIKE BASEEL
FIRE CHIEF

September 22, 1960

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

Proposal and estimate as submitted by your Mr. H. C. Ayers, Field Engineer, for work to be done on Columbia Boulevard from Bradley Street to North Vernonia Road and North Vernonia Road from Columbia Boulevard to Sherman's Corner was considered by the City Council at its meeting on September 20.

The Council voted its approval of the proposal and estimate as submitted and agreed that preliminary work of excavating and placing curbs, drains, and base rock would be done by the City of St. Helens.

Yours very truly,

L. W. Mickelson

City Recorder

RECEIVED
SEP 23 1960
ENGINEER
COUNTY & CITY RELATIONS

September 9, 1960

Mr. Swep Morton
Superintendent of Public Works
City Hall
St. Helens, Oregon

Dear Mr. Morton:

I am planning on submitting the city's requested project on Columbia Boulevard and North Vernonia Road, as described in Resolution No. 304, to the Highway Commission for appropriate action in the near future.

Enclosed is a rough preliminary estimate for the State's proposed work as discussed with you on August 2, 1960. Also enclosed is a base design as submitted by our Geology and Soils Section.

Will you please advise if this estimate and design meet with your approval.

Very truly yours,

C. G. Swenson
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm
Encl.

ST. HELENS
PRELIMINARY ESTIMATE
$250,000 Fund Project (1961)

Columbia Boulevard from Bradley Street to North Vernonia Drive and North Vernonia Drive from Columbia Boulevard to Shermans Corner, a distance of approximately 0.48 mile.

Columbia Boulevard has 16' P.C.C. to be widened to 40' with curbed section. North Vernonia Drive has 9' P.C.C. to be widened to 40' curbed section.

(City will place curbs, drain, excavate, and place base rock.)

State's project is to place leveling course and 3½" asphaltic concrete on new work and 1½" asphaltic concrete on P.C.C.

Item	Quantity		@	Total
Adjust manholes	5	each	$ 80.00	$ 400.00
Preparation of base	0.48	mile	1,000.00	480.00
3/4"-0" in leveling course	600	c.y.	5.00	3,000.00
Sprinkling	30	M/gal.	4.00	120.00
Class B asphaltic concrete	1820	tons	9.00	16,380.00
				$20,380.00
Preliminary Engineering & Contingencies				2,547.50
Survey				450.00
TOTAL ESTIMATE				$23,377.50

HCA:mm
9/9/60

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION

PROJECT BASE DESIGN

PROPOSED **PROPOSED**

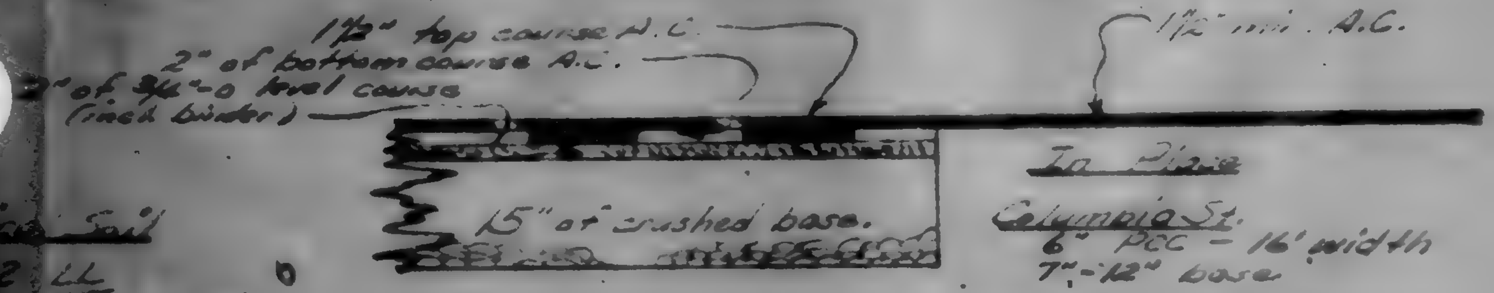
Section Columbia Blvd & N. Vernonia Rd Highway City of St. Helens County Columbia Prefix

Co. Engr. Approx. Length of Project 0.48 Miles. Sta. to Sta. Date 9-6-60

TYPICAL SECTIONS Traffic Classif. - Heavy (Logging Trucks)

SOIL SURVEY AND RECOMMENDED SURFACING THICKNESS COMPLETED AT THE REQUEST OF H. C. AYERS, COUNTY - CITY.

New Work & Widening | Existing Roadway



In Place

Columbia St.
6" PCC - 16' width
7"-12" base

N. Vernonia Rd
8" PCC - 9' width
12"-20" base

19½" Credit

Typical Soil

42	LL
20	PI
77	% P200
1	% Gravel
22	% Sand
49	% Silt
28	% Clay
14	"R" Value

9-6-60

Clay Loam

Note:
Traffic classification from H. C. Ayers and the Traffic Division.

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
	New	[illegible]	[illegible]
			[illegible]
			[illegible]
			15
20½			[illegible]
Over Existing Roadway			
		[illegible]	
20½			2[illegible]½

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Submitted by H. L. Decker
Staff Assistant
[redacted]

Recommended by
Construction Engineer

Recommended by C. F. Hag
Engineer of Materials

Approved by
Deputy State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

S. "HEINIE" HEUMANN, MAYOR

COUNCILMEN:
ROY I. HARRINGTON, PRES.
ELZA G. WEED
M. E. McMICHAEL
LEW WINKLER

The City of St. Helens
OFFICE OF CITY RECORDER
St. Helens, Oregon

L. W. MICKELSON
CITY RECORDER AND
MUNICIPAL JUDGE

MARSHALL C. HJELTE
CITY ATTORNEY

J. W. HUNT
CITY TREASURER

SWEP MORTON, JR.
SUPT. OF PUBLIC WORKS

GLENN I. RAY
CHIEF OF POLICE

MIKE BASEEL
FIRE CHIEF

August 25, 1960

RECEIVED
DEC 22 1960
ENGINEER
COUNTY & CITY RELATIONS

REFERRED TO
C. G. [illegible]

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In accordance with instructions from your Mr. Ayers, you are hereby notified that the City Council of the City of St. Helens voted to put in curbs, drainage, and adequate base on that portion of Columbia Boulevard and North Vernonia Road as described in Resolution No. 304 which is to be improved by the Highway Department, and to pay other costs, if any, in excess of $20,000.00.

Yours very truly,

L. W. Mickelson
City Recorder

RECEIVED
AUG 26 1960

RECEIVED
AUG 26 1960
OREGON
STATE HIGHWAY COMMISSION

0.48 mile Sleep Morton

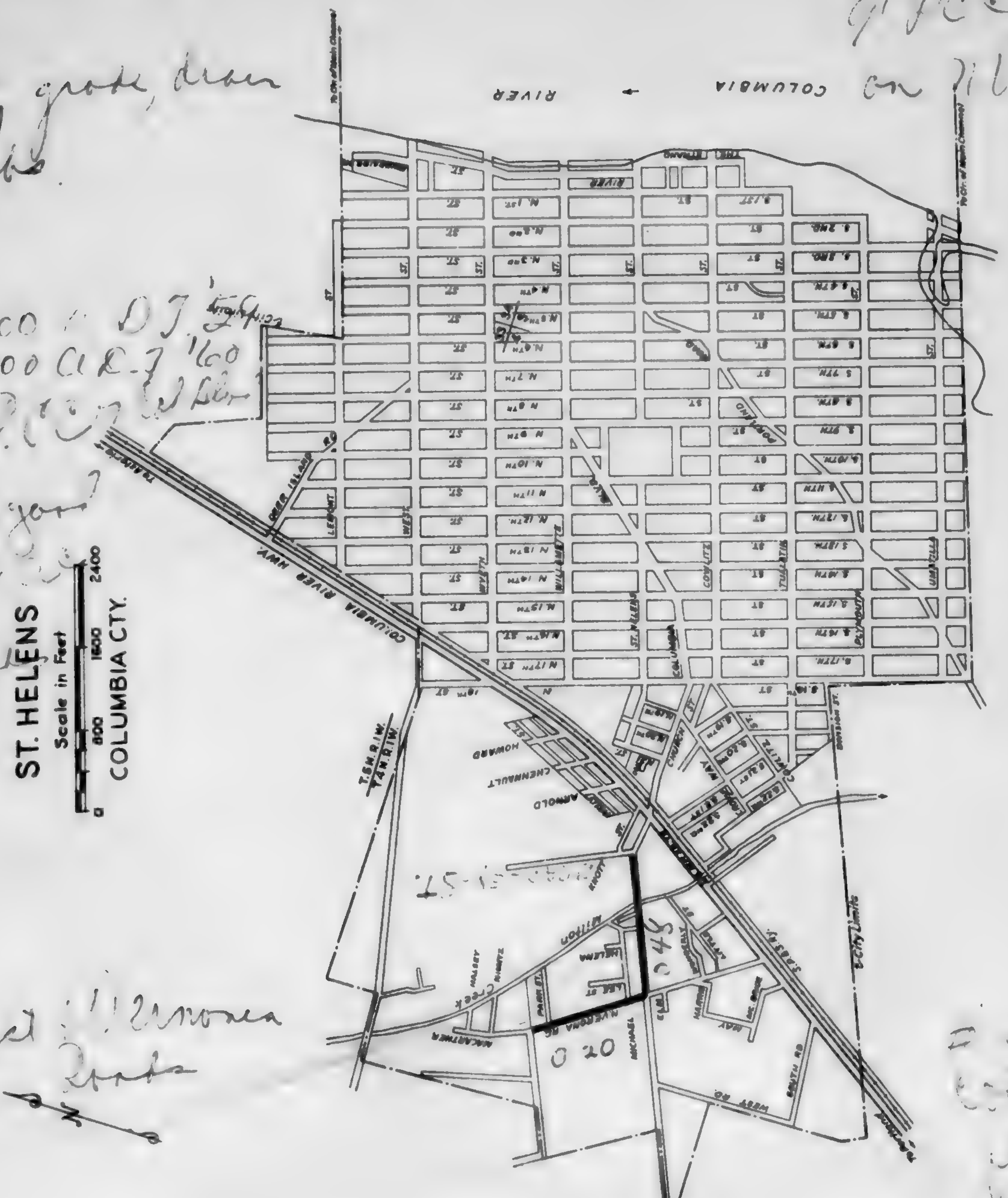
40'.48?

[illegible] grade, drain curbs.

[illegible] PCC [illegible] on Vernonia Rd

4500 ADT '54
5200 ADT '60
[illegible] PCC [illegible] Lbr

Fair to good?
[illegible] cover [illegible]
[illegible] shoulders



West Vernonia Roads

[illegible] Col Blvd
[illegible] on Vernonia Rd

#7 Vernonia Rd
from Col Blvd

40
.6

5280
48

42240
21120

253440

2540
16

15240
2540

3014 0 0 2.

2540
24

10160
5080

60960
30640

101600

.01824
101600

1094400
1824
1824

18,55.01 8400

.01824
101600

1094400
~~1824~~
24

RECEIVED
[illegible] 8 [illegible]

6-24-60

RESOLUTION No. 304

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of St. Helens is an incorporated city of the State of Oregon and has a population of 4,959 as given by the latest official census; and

WHEREAS, the following streets of said city, Columbia Boulevard at a point where the pavement narrows from four lanes to two lanes; which is at a location of approximately 250' westerly of the intersection of Columbia Boulevard and Columbia River Highway; thence westerly along Columbia Boulevard to the St. Helens-Vernonia Road; thence north-westerly along the St. Helens-Vernonia Road to the intersection of Sherman's Subdivision at a place known as Sherman's Corner.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of St. Helens does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Swen Morton, Jr. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3rd day of June, 1960.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

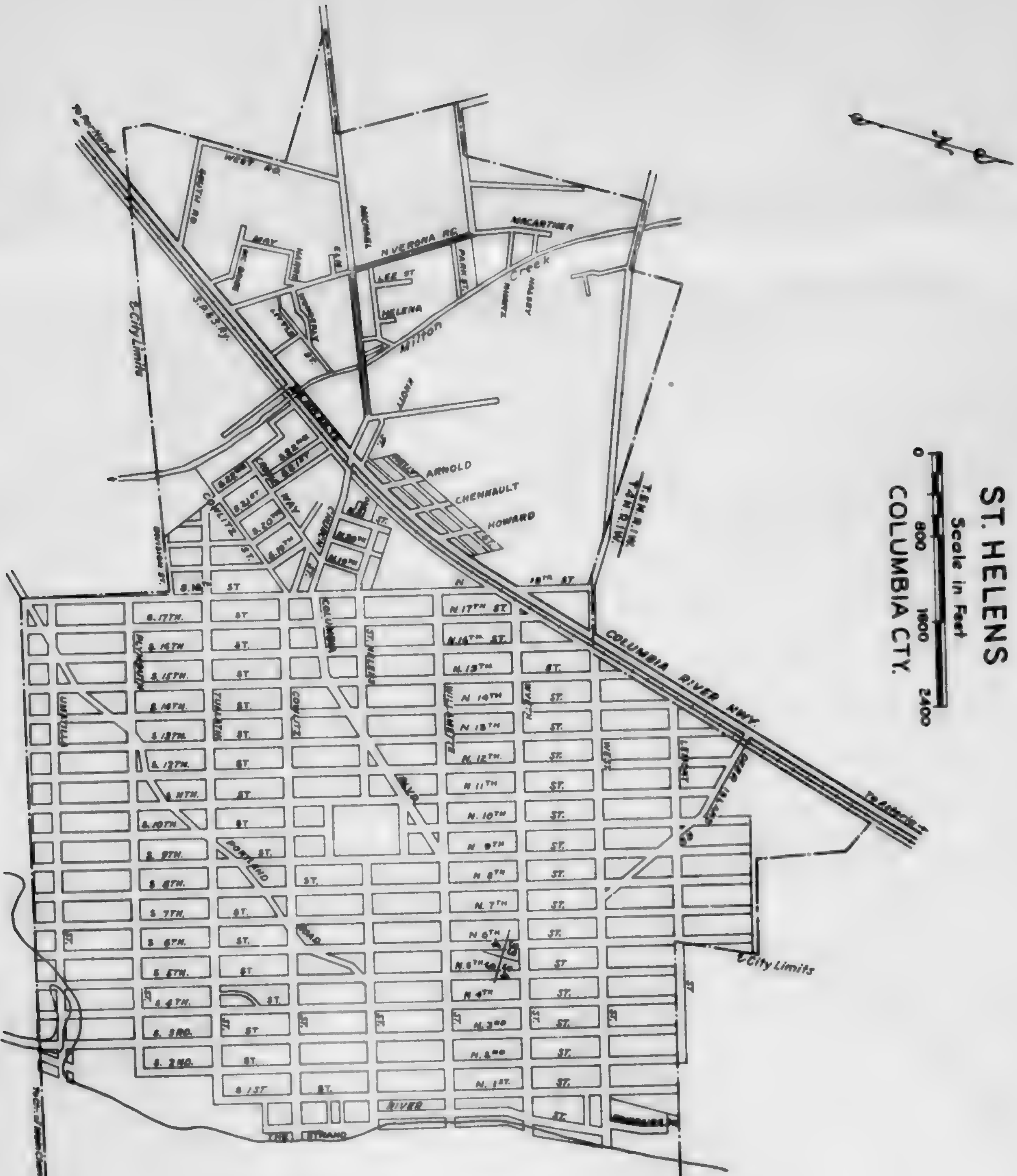
(SEAL)

S. F. Heumann,
Mayor

I hereby certify that the foregoing resolution was passed and approved by the ~~City~~ Common Council of the City of St. Helens at a regular or special meeting of said Council, held on the ~~7th~~ 3rd day of June, 1960, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 24th day of June, 1960.

L. H. Nickelson
City Recorder



ST. HELENS

COLUMBIA CTY.

REV. 7-8-52

S-46(2) Stringtown Rd Bridge Sec. near
Myrtle Point.

#5935

1961

C&H
2381

FORM E-30 50M 3-68 SP*6470-734

251
-46

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1965

NOTED
R. H. PRANGE

NOTED
H. S. COX

To:

MEMO TO THE FILES

SUBJECT: "Barklow Dam"
[illegible] West Spruce Street Bridge
Myrtle Point

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

An investigation has been made to determine what adverse effects, if any, that could be contributed to the existence of the "Barklow Dam" with regard to the December, 1964 flood. The "Barklow Dam" constitutes the fill between West Spruce Street Bridge and the overflow structure to Stringtown. There have been no floods of any similar consequence, other than the flood of December, 1955; this flood was before the construction of the "Dam" which was completed in 1961.

It is believed by local residents concerned that the existence of "Barklow Dam" during the December, 1964 flood was instrumental in causing extensive property damage in the immediate vicinity upstream from the "Dam". At the time of peak discharge, there appears to be general disagreement among local residents as to the height of water in the vicinity; variations up to a foot were supposedly observed, and observations by local State Police and Highway Department personnel, including the D.M.S., indicated that the main structure over the South Fork of Coquille had freeboard, and the overflow structure had water up to the bottom of the bridge beam with no apparent head acting against the structure.

Based on methods from a U. S. Department of Commerce publication, "Hydraulics ofBridge Waterways", a backwater computation was made to analyze the influence of backwater for a 124,000 c.f.s. discharge, this discharge being seen during the December 1955 flood; from the best information available, the 1955 discharge has been estimated to be greater than December 1964. Results of this computation show that about 0.6 foot rise in water elevation could be contributed to the "Barklow Dam" installation. In view of the above facts and the fact that the two structures and fill between them (Barklow Dam)' suffered no misfortune, it seems improbable that a supposedly measured differance between the floods of 1955 and 1964 (21-inch difference at a point upstream from the "Dam") could be caused by the existence of the "Dam".

From the above analysis, it would appear logical that the existing installations should continue to operate in a satisfactory manner with a discharge of this magnitude.

RECEIVED
OCT 29 1965
ENGINEER
COUNTY & CITY DIVISION

W. H. Tebeau
Preliminary Studies Engineer

By Fred L. Barnes

Fred L. Barnes

NOTED
W. R. JONES

FLB:fp

March 19, 1965

NOTED
ON HARWELL

Coos County Board of Commissioners
Courthouse
Coquille, Oregon

Attention: Mr. J. J. Geeney

Dear Bob;

Replying to your letter of March 18, please be advised that the tentative schedule of Lone Pine Bridge is June 29. I talked to Bobby Johnston a few days ago and survey is almost complete.

FAS 914

Yesterday I talked with Bill Tebeau regarding the estimates on Coos River County Road FAS 255 and was informed that it would be forthcoming soon. You will receive a copy as soon as I get it.

FAS 255

The Tanner Creek-Remote Section Map (#B-64-3), State Highway #35, that you received is a right-of-way map, sent to you as a matter of courtesy. We have instructions to supply counties with these maps as soon as our right-of-way is reasonably certain.

Hwy # 35

This office is in receipt of another communication from you in regard to a "dam" the state helped build. I assume you are referring to the Stringtown Bridge Section of FAS 251 that was constructed in 1961. This problem has been turned over to Mr. Bill Tebeau of our construction division and he will conduct a hydrologic study as soon as work load permits. When this study is complete you will be furnished results of same.

FAS 251

This lengthy epistle is now ended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

HSC:ms

FAS 251

RECEIVED
MAR 19 1965
ENGINEER
COUNTY & CITY DIVISION

County of Coos
COQUILLE, OREGON

BOARD OF
COUNTY COMMISSIONERS
J. J. Geaney
Charles W. Mahaffy
Howard B. Lentz, Jr.

[illegible] Wheeler

March 18, 1965

Mr. H. S. Cox
City & County Highway Engineer
State Highway Department
Salem, Oregon.

Cox

Dear Cy,

We have been faced with a new problem down here in Coos County.

Enclosed you will find a petition to the Board of Commissioners to remove one of the dams that the State Highway Department has helped build. It is real hard to try to analyze the thinking behind this.

Have you had any experience in matters of this type? Wish you would discuss this with whoever you see fit and let us know how we should attempt to proceed with it.

Thanks for the help cy.

Yours sincerely,
Board of Commissioners

J. J. Geaney
J.J. Geaney, Chairman
Charles W. Mahaffy
Charles W. Mahaffy, Commissioner
Howard B. Lentz Jr.
Howard B. Lentz, Jr. Commissioner

NOTED
3-19-65
W. H. TEBEAU

JJG:il
enc.

RECEIVED
MAR 4 - 1965

FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1965

SUBJECT: Contract No. 5935
Nils Sigurd Andersson, Bankrupt
Stringtown-Myrtle Point Bridge Job
Bankruptcy No. B-56021-2
L-4060

To: Mr. Floyd Query
Secretary

Building

You were recently in receipt of a Notice of Hearing on Proposed Sale of Real Property issued out of the United States District Court for the District of Oregon in the matter of Nils Sigurd Andersson, Bankrupt. The Notice was forwarded to this office apparently for a further check as to whether the Highway Commission had any interest in this bankruptcy proceeding. Mr. Viducich, Staff Attorney, has made a report to me in this matter, a copy of which is attached. It would appear therefrom that the Commission would have no interest in the proceeding except as to some claim for failure to perform the above highway contract. The Legal Department has never heard of any claim outstanding against this contractor for failure of performance under the contract and unless further advised of such no action will be taken on this Notice.

G E Rohde
G. E. ROHDE
Chief Counsel

GER:hg

CC - Mr. Don Taylor
Mr. F. D. Morgan

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY DEPARTME

INVOICE

J-46(2)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-11-63	[illegible]		[illegible]

INVOICE NUMBER 79756

Coos County
Courthouse
Coquille, Oregon
Attn: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Stringtown Road Bridge Section, FAS 751. Covered by Agreement dated May 26, 1961.			
Original advance deposit		35,500.00	
Less amount previously transferred		27,500.00	
			8,000.00
County's share as per attached statement		30,2[illegible]7.04	
Less amount previously transferred		27,500.00	
			2,7[illegible]7.04
To be refunded			5,2[illegible]2.96

NOTED
DON HARWELL

NOTED
R. H. PRINCE

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

NOTED
R. M. ALLISON

NOTED
V. R. JONES

RECEIVED
SEP 12 1963
ENGINEER
COUNTY & CITY DIVISION

A 150 (REVISED 7-60)

NOTED
H. S. COX

September 11, 1963

Board of County Commissioners
Coos County Courthouse
Coquille, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

Gentlemen:

Final costs are now available on the Stringtown Road Bridge Section of FAS 251, Contract No. 5935, as shown in the enclosed cost statement.

In accordance with an agreement dated May 26, 1961, the amount of $5,212.96 is due the County. You will receive a refund in this amount from our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
V. R. JONES

RECEIVED
JAN 30 1963
FOR FILING

5412(2)

5935

MAUTZ, SOUTHER, SPAULDING, KINSEY & WILLIAMSON
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

TELEPHONE
CAPITOL 2-9981

ROBERT T. MAUTZ
CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM [illegible] KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
RAYMOND P. UNDERWOOD
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HALLON
DOUGLAS M. THOMPSON
JAMES H. MOORE
A. ALLAN FRANZKE
JAMES H. BRUCE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER
JOHN ROCKNE GILL
JAMES A. LARPENTEUR, JR.

January 29, 1963

Original
REFERRED TO
C. H. Maison for reply
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon.

Re: Oregon State Highway Contract
#5935 - Sig Andersson -
South Fork, Coquille River Overflow Bridge
and Grading on the Stringtown Road Bridge
Section of the Myrtle Point-Coquille Road
in Coos County, Oregon.

Gentlemen:

We represent United Pacific Insurance Company, the bonding company on the referenced job. We are presently in litigation with the Bankruptcy Trustee of Sig Andersson with regard to the job proceeds which have been paid by you into Court. In connection therewith the Turstee's attorney and our office would appreciate it very much if you would send us photostatic copies of all of the checks paid by you in the above job.

Since this matter is coming up for trial in the not too distant future we would appreciate your immediate cooperation.

Very truly yours,

Douglas M. Thompson
Douglas M. Thompson

C.C.: Seymour Coblens, Attorney
DMT:ew

RECEIVED
JAN 30 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 19 1962
FOR FILING

[illegible] (3)

5935

July 20, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5935, awarded to Sig Andersson, for the South Fork Coquille River Overflow Bridge and grading on the Stringtown Road Bridge Section of Myrtle Point-Coquille Road in Coos County.

This contract was completed on June 7, 1962, and was accepted by the Highway Commission on June 29, 1962. Final payment in the amount of $12,516.94 will be released to Henry Mattson, Clerk of the Circuit Court, Marion County. This is in compliance with an order issued by the Circuit Court. The total contract amount is $158,176.31, of which amount $460.05 represents force account items.

You have been previously notified that claims have been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Sig Andersson
8th & Teakwood
Coos Bay
Oregon

cc: General Insurance Co. of America
209 SW 4th Avenue
Portland 4, Oregon
Attn: R. N. Mahle

Dorothy: Please note on card. C.H. 7/17/62

RECEIVED
JUL 17 1962
FOR FILING
5935

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1962

To: Mr. C. H. Maison
Auditor
Office

SUBJECT: United Pacific Insurance Co.
vs.
State of Oregon, et al
File No. L-406[illegible]
Contract No. 5935

Enclosed is a certified copy of the court's Order that final payment under this contract, in the amount of $12,516.94, be made to Henry C. Mattson, Clerk of the Circuit Court. The Order also provides that when such payment to the Clerk has been made, the State is to be dismissed as a defendant and absolved from any further liability.

This should terminate this matter, so far as the State is concerned.

ALAN H. JOHNSON
Staff Attorney

AHJ:ls

cc: L. I. Lindas
Ivan Merchant
L. E. Young
Floyd Query

~~OFFICE COPY~~

NOTED ON CARD
lc

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
3 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5935

Files ✓

#~~Contract~~ 5935

Dorothy —
Please note
on card —
C.H.

Noted
D. Cook

June [illegible], 1962

Mr. Douglas M. Thompson
Attorney at Law
Board of Trade Building
Portland 4, Oregon

Re: United Pacific Insurance Co.
vs. State of Oregon, et al
Marion County Circuit Court No. [illegible]

Dear Mr. Thompson:

This will acknowledge receipt of your letter of June 25, 1962, with which you enclose the statement from Concrete Service Company in the amount of $750.[illegible].

Under the present circumstances we cannot comply with your suggestion that the statement be paid by the State, and deducted from the amount due upon completion and acceptance of the job. Pursuant to the bond upon which United Pacific is surety, it is responsible for the payment of labor and materials bills, such as this, upon the contractor's inability to make payment.

If it were certain that the retained percentage would eventually be payable to United Pacific, there might be no objection to our proceeding in accordance with your suggestion. However, in light of the pending litigation, and the claim of the bankruptcy trustee to the retained percentage, we do not feel that we can pay this statement and deduct the amount thereof from the retained percentage. This might well create complications if it were eventually determined that the retainage is payable to the trustee in bankruptcy.

Meanwhile, our latest information is that the work has now been completed, as indicated by your letter. Assuming that the work is formally accepted by the Commission in due course, we will be in a position to file an amended answer which should simplify the issues in the pending litigation.

Very truly yours,
L. I. LINDAS
Chief Counsel

By
ELLIS H. JOHNSON
Staff Attorney

EHJ:ks
cc: C. H. Raison
Floyd Query
Ivan D. Merchant

NOTED
FLOYD QUERY

MAUTZ, SOUTHER, SPAULDING, KINSEY & WILLIAMSON
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

TELEPHONE
CAPITOL 2-8001

June 25, 1962

Mr. Alan H. Johansen
Staff Attorney
Oregon State Highway Department
Salem 10, Oregon

Re: United Pacific Insurance Co. vs. State of Oregon
Marion County Circuit Court No. 52770
Sig Andersson, Bond No. 60-35186,
Stringtown

Dear Mr. Johansen:

Enclosed is statement from Concrete Service Company for $250.08, covering the work necessary to complete the Stringtown job. As you mentioned over the telephone when we last talked, the job had bid substantially, but not quite completed. The work performed by Concrete Service Company represents the final completion. Your records will undoubtedly reveal that United Pacific has been attempting to have you default Sig Andersson on this particular job so that United Pacific might undertake to complete it. In the meantime, however, the bankruptcy Trustee of Sig Andersson ordered Concrete Service Company to complete the work and to send the bill to United Pacific. There are no funds in the bankrupt estate at this time to handle this statement,

Payment of the statement by United Pacific presents certain technical difficulties because of the fact that the job was not in default, at least officially as far as you were concerned, at the time the work was performed, and the work was not ordered by United Pacific. Therefore, we feel that it would be to the advantage of all concerned if you paid the enclosed statement and deducted same from the amount due United Pacific as a result of the assignment, and other factors, to United Pacific of the job funds remaining.

Please let us know if this can be accomplished.

Very truly yours

Douglas M. Thompson

DMT:jh
Enclosure
cc: Mr. W. T. Atkins

RECEIVED
JUN 28 1962
FOR FILING

5935

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1962

SUBJECT: Stringtown Rd. Bridge
Contract No. 5935
FAP No. S-46(2)

To: Mr. D. B. Parkes
Contract Payments

OFFICE

Sig Anderson completed work on the Stringtown Road Bridge on the Myrtle Point-Coquille Road in Coos County, Contract No. 5935, on June 7, 1962.

Will you please secure authority from the Commission to pay the final estimate on this job? Final inspection and acceptance of the project has been made by the Bureau of Public Roads.

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query

NOTED ON CARD

RECEIVED
JUN 7 1962
FOR FILING
5935

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1962

SUBJECT: United Pacific Insurance Co. vs. State of Oregon, by and through its Highway Commission, et al
File No. L-4060
Contract No. 5935 (Sig Andersson)
Stringtown Road Bridge

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

We note that you received a copy of Mr. Lindas' notice dated June 4, 1962, to the Commission with respect to the filing of this suit.

We are presently preparing an answer to be filed on behalf of the State, in which we plan to allege, among other things, that this contract has never been completed nor accepted by the Commission, and that therefore the retainage is not yet payable to anyone.

We understand that there is only a small amount of work to be done on this contract, and that the work might be completed at any time. At such time as the work is completed and formally accepted, so that the retainage becomes payable, the final payment should be made into the registry of the court, for final distribution pursuant to the court's decree.

Accordingly, this is to request that at such time as the work under this contract has been accepted, and the retainage becomes payable, we be immediately notified so that proper steps may be taken to pay the money into court and obtain the release of the State from any further liability in this suit.

Alan H. Johansen
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: Ivan Merchant
L. H. Young

NOTED ON CA
lc

Copy to Masson 6-6
7.6.

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
JUN 6 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

S-46(2)

$935

June 4, 1962

Oregon State Highway Commission

Re: United Pacific Insurance Co. v.
State of Oregon, by and through
its Highway Commission, and
Bernard B. Cantor, Trustee of
the Bankrupt Estate of Nils Sigurd
Andersson

Gentlemen:

There was filed in the Circuit Court of the State of Oregon for the County of Marion a suit wherein United Pacific Insurance Company is asking for a judgment against the State of Oregon, by and through its Highway Commission, and Bernard B. Cantor, trustee of the bankrupt estate of Nils Sigurd Andersson.

Briefly, the facts are that about June 12, 1961, Andersson entered into a contract with the State of Oregon, through its Highway Commission, to construct a bridge in Coos County, Oregon. Then, in conjunction with the contract, performance and payment bonds, each in the penal sum of $156,863.50, were executed, the conditions of which were that Andersson would perform the work he had contracted to do.

R. L. PORTER

On May 23, 1960, Andersson executed an assignment in favor of the plaintiff, United Pacific Insurance Company. That on June 28, 1961, Andersson defaulted in the performance of the work and due to this default, the United Pacific Insurance Company has paid the claims for labor and materials in the sum of $134,276.09 as well as an additional claim for labor and material in the sum of $24,823.78.

RECEIVED
JUN 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

United Pacific Insurance Company states that they have received from the proceeds of the contract to date, the sum of $145,659.37, leaving as of that date a net loss to the insurance company of the amount of $13,440.50.

The insurance company goes on to further allege that Andersson has completed the contract with Oregon except for some minor finishing work and Oregon is now withholding the sum of $11,764.76, which they claim is due Andersson and to which they feel they are entitled under the assignment executed by Andersson in their favor on June 28, 1961.

They then pray for a decree of the court directing the payment to them of the said sum of $11,764.76 and for a further order of the court that the trustee and bankruptcy has no claim to any of the money now held by Oregon under said contract.

We shall take care of the interest of the State of Oregon in this matter and I shall keep you fully informed of the progress of the case.

It might be fair to state that we have been expecting this action to be filed so that there would be a court order directing us to pay the money to the proper party rather than for the State of assume this responsibility on its own.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:dc
cc: Forrest Cooper
G. S. Paxson
P. M. Stephenson
✓R. L. Porter
Tom Edwards
Floyd Query
C. H. Maison
Robert Y. Thornton
John Phillips
I. A. DeFrance

RECEIVED
JUN 1 1962
FOR FILING

346(3)

5935

D. Cook
to note on card

Salem, Oregon
May 31, 1962

L. I. Lindas
Chief Counsel

Summons and Complaint
United Pacific Insurance Company

Attached is a Summons and a Complaint from Marion County Circuit Court filed by the United Pacific Insurance Company, surety for Sig Andersson on Contract No. 5935, bridge and grading on Stringtown Road Bridge Section of Myrtle Point-Coquille Road, Coos County.

This complaint seeks to have the retained percentage on this contract in the amount of $11,764.76 paid to the surety company.

Floyd Query, Secretary

FQ:jmc

Encl.

NOTED ON CARD
dc

RECEIVED
MAY 17 1962
FOR FILING

Dorothy Cook
please note on card

May 16, 1962

Johnson, Johnson & Harrang
Attorneys
641 Pearl Street
Eugene, Oregon

Attention: Mr. James P. Harrang

Dear Mr. Harrang:

In this morning's mail we received your letter of May 15 concerning a claim by Interstate Tractor & Equipment Company against Sig Andersson on our Contract No. 5935.

This contract, as you state, has not yet been completed; however, the surety has assumed liability for completion of the contract and has taken an assignment on all payments on this contract.

It has not been the policy of the State Highway Department to make direct payment for claims on state highway contracts. The reason for this primarily is because many claims are disputed and the State does not wish to be in the position of acting in judgment on the validity of claims.

The performance bond furnished by the contractor assures the payment of bills for labor and material incurred in the contract and also assures the State of completion of the contract. Our records indicate that your claim has been properly filed with us and with the Secretary of State. I suggest that you again contact the surety, United Pacific Insurance Company, 1975 S. W. 5th Avenue, Portland 1, Oregon.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc
cc: United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington
Attn: Mr. W. T. Atkins

United Pacific Insurance Company
1975 S. W. 5th Avenue
Portland 1, Oregon

NOTED ON CARD
dc

JOHNSON, JOHNSON & HARRANG
ATTORNEYS AND COUNSELORS AT LAW
641 PEARL STREET
EUGENE, OREGON

H. V. JOHNSON
HAROLD V. JOHNSON
JAMES P. HARRANG
ARTHUR C. JOHNSON
MARVIN E. HANSEN

TELEPHONE
DIAMOND 3-3341

May 15, 1962

State Highway Department
Salem 10, Oregon

Re: 60-35186 Sig Andersson
(Stringtown Road Bridge,
Contract No. 5935)
Interstate Tractor &
Equipment Co.,
Claim - $2,891.80

Gentlemen:

On February 27, 1962 you forwarded Interstate's claim indicated above to the Secretary of State for appropriate filing. We have subsequently been in contact with United Pacific by letter and get no response from them to our request for settlement of the account.

I note that under the provisions of ORS 279.314, if the contractor fails to make payment for labor or services furnished to him, the State may pay such claim to the Claimant and charge the amount of the payment against funds due or to become due the contractor by reason of his contract.

I am under the impression that this job is not completed and that further contract payments may be forth coming to Mr. Andersson. Accordingly, I request to know if the provisions of ORS 279.314 are appropriate to this circumstance and may be invoked for payment of this account.

Thank you for this assistance.

Sincerely yours,

James P. Harrang

JPH:jc

RECEIVED
MAY 16 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 3 1962
FOR FILING

5935

May 1, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

We have received a notice of claim, dated April 23, 1962, from the State Industrial Accident Commission, Salem, for contributions in the amount of $1,685.13 based upon a payroll audit through February 28, 1962, against Sig Andersson. This appears to be in connection with State Highway Contract No. 5935 with Sig Andersson for S. Fork Coquille River Overflow Bridge and Grading on the Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County.

The Secretary of State has informed us that the State Industrial Accident Commission claim was filed in his office on April 24, 1962, and was assigned his file No. 3945.

The claim letter from the State Industrial Accident Commission indicates that you have already received a copy of the claim.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

NOTED ON CARD
kc

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Commissioners
Mr. Forrest Cooper

Sig Andersson
8th & Teakwood
Coos Bay, Oregon

State Industrial Accident Commission
Labor & Industries Building
Salem, Oregon

CWH:fp

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
LABOR AND INDUSTRIES BUILDING
SALEM, OREGON

ATTENTION H. E. Osborn

April 23, 1962

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Firm No. 201362 - Sig Andersson

Gentlemen:

Pursuant to ORS 279.526 and ORS 279.528, notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $1,685.13 based on a payroll audit through February 28, 1962, against the bond taken from United Pacific Insurance Company because of the failure of Sig Andersson to pay the contributions due under State Highway Contract Number 5935, covering bridge and grading on the Stringtown Road Bridge section, Myrtle Point-Coquille Road, near the City of Myrtle Point, in Coos County.

Very truly yours,

HEOsborn

H. E. Osborn
Assistant Commissioner
STATE INDUSTRIAL ACCIDENT COMMISSION

HEO:R:pb
cc: Mr. Howell Appling, Jr.
Secretary of State
Capitol Building
Salem, Oregon

United Pacific Insurance Company
c/o Mansfield and Company
1975 S. W. Fifth
Portland, Oregon

Sig Andersson
550 Pine Street
Coos Bay, Oregon

Cu, please reply
FE

Filed Sec. of State 4-24-62
His file # 3945

RECEIVED
APR 24 1962
OREGON
STATE HIGHWAY COMMISSION

FORM 96 REV. 1-61

INDUSTRIAL ACCIDENT COMMISSION

STATEMENT OF ACCOUNT

ANY REPORTS, PAYMENTS OR ADJUSTMENTS RECEIVED AFTER THE BILLING DATE SHOWN WILL BE INCLUDED IN A LATER STATEMENT IF YOUR ACCOUNT IS NOT IN BALANCE. INTEREST ACCRUES ON DELINQUENT CONTRIBUTIONS AT THE RATE OF 12% PER YEAR (1% PER MONTH). ANY PART OF A MONTH IS CONSIDERED A FULL MONTH FOR INTEREST PURPOSES.

Sig Andersson
8th & Teakwood
Coos Bay, Oregon
"Stringtown Road Bridge Job -
Myrtle Point - Coquille Road"

AMOUNT PAID

3 UNIT
201362 FIRM NUMBER

4-23-62

DETACH AND RETURN THIS PORTION WITH YOUR PAYMENT

FIRM NUMBER 201362

EXCLUDING ACCRUED INTEREST →

ENTRY CODE	PERIOD COVERED MO. | YR.	PREVIOUS BALANCE DUE / CURRENT CHARGES: EMPLOYER'S CONTRIBUTIONS		WORKMEN'S CONTRIBUTIONS		INTEREST PENALTY . . . . : P COURT COSTS : : C		PREVIOUS CREDIT / PAYMENTS AND ADJUSTMENTS	
11	10/61	AUDIT							
11	12/61	1305	53	23	12	18	41		
11	1/62	179	62	3	60	3	66		
11	20					151	19P		
		(ACCRUED INTEREST THRU BILLING MONTH) →							
TOTAL		1485	15	26	72	173	26		

EXPLANATION OF ENTRY CODES

0- REPORT OR PAYMENT
1- AUDIT OR ADJUSTMENT
2- FEE
3- TRANSFER
4- REFUND
5- TRANSFER TO OR FROM DEPOSIT.
9- CHECK NOT BANKABLE

BILLING DATE
4-23-62

STATE OF OREGON
INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

PAY THIS AMOUNT IF PAID IN –		INTEREST ACCRUING IN –		PAY THIS AMOUNT IF PAID IN –		CREDIT BALANCE	
4/62							
1685	13						

RECEIVED
APR 17 1962

FOR FILING

S 41([illegible])

5935

D Cook

April 16, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: Mr. W. T. Atkins

Gentlemen:

Attached is a copy of a claim in the amount of $82.50 plus interest, which has been filed with the Secretary of State by Farwest Steel Company for materials furnished to Sig Andersson. This appears to be in reference to State Highway Contract No. 5935 with Sig Andersson for S. Fork Coquille River Overflow Bridge and Grading on the Stringtown Road Bridge Section on the Myrtle Point-Coquille Road in Coos County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

FQ:fkn

cc: Mansfield & Company
1975 S. W. 5th Avenue
Portland 1, Oregon

Sig Andersson
8th and Teakwood
Coos Bay, Oregon

Commissioners

Mr. Forrest Cooper

NOTED ON CARD
dc

TO: Secretary of State
State of Oregon
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, Farwest Steel Co., an Oregon corporation, of P. O. Box 632, Eugene, Oregon, has a claim for materials consisting of certain 16-gauge tie wire furnished by Farwest Steel Co. in the sum of $82.50, together with interest thereon at the rate of 6% per annum from November 1, 1961, until paid, against the bond taken from Sig Andersson as principal, and United Pacific Insurance Company as surety, for the work of constructing the Stringtown Bridge on the South Fork Coquille River Overflow Bridge and Grading, Stringtown Road Bridge Section of the Myrtle Point - Coquille Highway under State Highway Contract No. 9535.

5935

This notice is given pursuant to the provisions of ORS Chapter 279.

DATED this 6th day of April, 1962.

FARWEST STEEL CO., an Oregon corporation

By Edward A. Butler
Its Secretary

Fil #3937

FILED
APR 9 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
APR 9 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

HOWELL APPLING, JR.
Secretary of State

April 9, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from Butler, Husk & Gleaves, Law Offices, P. O. Box 1147, Eugene, Oregon and filed as of this date, a notice of claim by Farwest Steel Co., P. O. Box 632, Eugene, Oregon for materials consisting of certain 16-gauge tie wire furnished by Farwest Steel Co. in the sum of $82.50, together with interest thereon at the rate of 6% per annum from November 1, 1961 until paid, against the bond taken from Sig Andersson as principal, and United Pacific Insurance Company, surety for the work of constructing the Stringtown Bridge on the South Fork Coquille River Overflow Bridge and Grading, Stringtown Road Bridge Section of the Myrtle Point--Coquille Highway. State Highway Contract No. ~~9535~~. 5935

We are enclosing three copies of the claim for you information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo C Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
APR 13 1962
OREGON
STATE HIGHWAY COMMISSION

NOT
FLOYD QU

RECEIVED
APR 5 1962

FOR FILING

5935

April 5, 1962

Interstate Tractor and Equipment Co.
1041 Highway 99N
Eugene, Oregon

Attention: Mr. Norman O. Harrang
Assistant Store Manager

Gentlemen:

As requested in your letter of April 3, we have attached a copy of Contract and Bond No. 5935, awarded to Sig Andersson, for construction of the Stringtown Road Bridge.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

FQ:fp

Interstate Tractor and Equipment Co.

INTERSTATE

1041 Highway 99 N
Eugene, Oregon
phone DI 4-4247

EUCLID
Crawler Tractors
Scrapers
Rear Dumps
Bottom Dumps
Loaders

LORAIN
Power Shovels
Cranes
Log Loaders
Front-end Loaders

April 3, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Floyd Query, Secretary
Oregon State Highway Commission

Gentlemen:

In order to expedite or assist us in getting settlement of our claim against Sig Andersson, Coos Bay, Oregon, we feel it would be very helpful to have a copy of the bond furnished by United Pacific Insurance Company for Andersson's Stringtown Road Bridge contract No. 5935 at Myrtle Point, Oregon.

We will greatly appreciate it if you can comply with our request.

Very truly yours,

INTERSTATE TRACTOR AND EQUIPMENT CO.

Norman O Harrang

Norman O. Harrang
Assistant Store Manager

NOH:js

Dorothy,
please get copy if one is available
not certified
FQ

NOTED
FLOYD QUERY

RECEIVED
APR 4 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 6 1962
FOR FILING

D
Cook

April 5, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

The Secretary of State has forwarded to us his copy of a letter received from Portland Wire & Iron Works, Portland, addressed to General Insurance Company, Seattle, concerning unpaid accounts with Sig Andersson on several jobs. We are attaching a photocopy of the letter for your information.

Job #4, South Fork, Coquille River Overflow Bridge job on the Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County (in the amount of $42.50) appears to be the only one in which Sig Andersson is a prime contractor for the State of Oregon. Our records indicate this to be State Highway Contract No. 5935.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

NOTED ON CARD
dc

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Sig Andersson
8th & Teakwood
Coos Bay, Oregon

CWH:fp

FABRICATION AND ERECTION OF STEEL AND WIRE • TV[illegible] PD 440 • BELMONT 4-9781

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 1892

COPY

General Insurance Company
4347 Brooklyn Avenue
Seattle, Washington

Re: Sig Andersson,
General Contractor
Coos Bay, Oregon

Attention: Mr. Donald Spickard
Legal Department

Gentlemen:

On 22 March 1962, we received notice from the United States District Court for the District of Oregon, that the above referenced contractor has been duly adjudged a bankrupt on a petition filed by him on 6 March 1962.

Inasmuch as we have not been fully paid for certain jobs that were bonded by your firm, we are giving you notice so you can review your records and advise why we have not been paid and why we should suffer a loss through his bankruptcy. The jobs we are referring to are as follows:

1)	Davis Slough Section, Coos Bay, Oregon -	Total billing:	$ 703.21
		Less amount paid on this job:	203.21
		Balance due us:	500.00
2)	Lake Creek Bridge Job -	Total billing:	261.50
3)	Fourth Street Bridge over Bear Creek, Bridge #8817, Jackson County -	Total due us:	22.00
4)	South Fork Coquille River Overflow Bridge #8859, Stringtown Road Bridge Section-Myrtle Point-Coquille Road -	Total due us:	42.50
		Total:	$ 826.00

5935 →

Copies of our invoices are enclosed.

You were fully aware of these charges as we notified you by registered letter on August 16, 1961. Todate we have not signed releases to your

RECEIVED
MAR 26 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

FABRICATION AND ERECTION OF STEEL AND WIRE • TW PD 440 • BELMONT 4-9791

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 1892

23 March 1962

COPY

company, and are holding you responsible until we receive satisfaction.

Very truly yours,

PORTLAND WIRE & IRON WORKS

CA Lomax

C. A. Lomax
Secretary-Treasurer

CAL:o
encls.
cc:Sig Andersson
Secretary of State-Salem

RECEIVED
MAR 26 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

FABRICATORS OF STEEL AND WIRE WORK

BELMONT 4-9731
4644 S. E. 17TH AVENUE
PORTLAND 2, OREGON

COPY

DATE 27 September 1960

SOLD TO Sig Andersson
8th & Teakwood
Coos Bay, Oregon

OUR JOB NO. G-5847

YOUR P. O. NO.

YOUR JOB REF.
Davis Slough Section
Coos Bay, Oregon

TERMS: Net 10TH OF FOLLOWING MONTH

34	Type "G" Grates and frames	@ 27.00 each	$648.00
		Plus Prepaid frt.	55.21
			$703.21

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

FABRICATORS OF STEEL AND WIRE WORK

BELMONT 4-9731
4644 S. E. 17TH AVENUE
PORTLAND 2, OREGON

Copy

DATE 22 March 1961

OUR JOB NO. G-6899

YOUR P. O. NO.

SOLD TO
Sig Andersson,
8th & Teakwood
Coos Bay, Oregon

YOUR JOB REF. Lake Creek Bridge Job

TERMS: Net 10TH OF FOLLOWING MONTH

Fabricate, galvanize and deliver -

BOLTS -

16	3/4 x 23"	
16	3/4 x 14"	
24	3/4 x 32"	
14	3/4 x 47"	
12	3/4 x 35"	Fender bolts
20	3/4 x 18"	
56	3/4 x 19"	
4	3/4 x 8"	
10	¼ x 2¼ strap as detailed	

Lump sum: $261.50

PORTLAND WIRE & IRON WORKS
ESTABLISHED 1892
FABRICATORS OF STEEL AND WIRE WORK

BELMONT 4-9731
4644 S.E. 17TH AVENUE
PORTLAND 2, OREGON

COPY

DATE 15 November 61

SOLD TO
Sig Andersson
8th & Teakwood
Coos Bay, Oregon

OUR JOB NO. G-8090

YOUR P. O. NO.

YOUR JOB REF.
Fourth Street Bridge over Bear Creek, Bridge #8817, Jackson Co.

TERMS: Net 10TH OF FOLLOWING MONTH

Cut off one end only, on Bridge Panel and return to job -	$22.00

PORTLAND WIRE & IRON WORKS
ESTABLISHED 1892
FABRICATORS OF STEEL AND WIRE WORK

BELMONT 4-9731
4644 S. E. 17TH AVENUE
PORTLAND 2, OREGON

COPY

DATE 17 January 1962

OUR JOB NO. G-8388

YOUR P. O. NO.

SOLD TO
Sig Andersson
8th & Teakwood
Coos Bay, Oregon

YOUR JOB REF.
South Fork Coquille River Overflow
Bridge #8859, Stringtown Road Bridge
Section-Myrtle Point-Coquille Road

TERMS: Net 10TH OF FOLLOWING MONTH

Furnish and deliver:

20	3/4 x 18" machine bolts
4	3/4 x 19" machine bolts
3	3/4 x 17" machine bolts
150	3/4" Hex nuts

Lump sum: $42.50

RECEIVED
[illegible] 1962
FOR FILING
5935

April 4, 1962

United Pacific Insurance Company
Box 1216
Tacoma 1, Washington

Attention: Mr. W. T. Atkins
Claims Department

Gentlemen:

In response to your letter of March 29, I talked with Mr. Ivan Merchant this morning as to completion of the Stringtown Road Bridge, our Contract No. 5935, under construction by Sig Andersson. Mr. Merchant stated that there is very little work to be done on this bridge and it is anticipated that Mr. Andersson will complete the contract. Several consecutive days of fair weather are needed, however.

If there is any change in the status of this contract other than stated above, I will be pleased to see that you are advised.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: P. M. Stephenson
Ivan Merchant

UNITED PACIFIC INSURANCE GROUP

Home Office • 728 St. Helens Avenue • Box 1216 • Tacoma 1, Washington

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

March 29, 1962

State of Oregon
State Highway Commission
Salem 10, Oregon

Mr. Floyd Query, Secretary

Dear Mr. Query: 60-35186 - Sig Andersson - (Stringtown Road Bridge, Contract #5935

Since receipt of your letter of March 12, we have received a letter from Mr. Ivan D. Merchant, bridge engineer, confirming the fact that the remaining work on this contract consists solely of the placing of certain expansion joint material. He does not indicate in his letter, however, what action the state engineer is recommending to the Highway Commission with reference to the completion of the contract.

We presume that in due course we shall hear from you as to what action the state intends to take so that we may be enabled to determine what more will be required of us in order to procure the acceptance of this job and the release of the final moneys thereunder.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

W. T. Atkins
Claims Department

WTA:mb
cc: Mr. Ivan D. Merchant

RECEIVED
APR 2 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
PR 2 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

7-35

March 29, 1962

Mr. Seymour L. Coblens
Reinhardt, Coblens & Stoll
Corbett Building
Portland 4, Oregon

Re: Nils Siguard Andersson, Bankrupt
Stringtown-Myrtle Point Bridge Job
Our Contract #5935

Dear Mr. Coblens:

As requested in your letter dated March 26, 1962, we are enclosing a copy of the assignment of funds under this contract, executed by Sig Andersson to United Pacific Insurance Company on June 28, 1961.

Our records show that the assignment was filed with the State Highway Commission on July 3, 1961.

You also inquired as to the date when funds became available for payment pursuant to this assignment. Our Accounting Department advises that various progress payments for work done under the contract have been made to the assignee periodically, the last such payment having been in the amount of approximately $1,581.00, paid in late February or early March of 1962.

Also, we are presently holding the sum of $11,764.76 as the percentage retained until final completion and acceptance of the contract. Normally, this retained percentage becomes payable at such time as the work is completed and accepted, all laborers, subcontractors and materialmen have been paid, and when the surety consents to release of the retainage. In this instance, where the surety has been required to undertake completion of the contract, and where the retained percentage will eventually become payable to the surety-assignee, this sum will become payable upon final completion of the project and acceptance of the work by the State.

We are advised that this contract has been largely completed, and that the bridge is now open to traffic. However, a relatively minor part of the work remains to be done, which cannot be accomplished until such time as weather conditions permit. Accordingly, the retained percentage is not yet payable, according to our most recent information.

It is hoped that the above information satisfactorily answers the inquiries in your letter of March 26. If we can be of further assistance, please feel free to let us know.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
enc.
cc: Floyd Query
C. H. Maison
L. I. Lindas

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
[illegible] 23 1962
FORM E-20X—10M—6-61—36882
FOR FILING

5935

Cook
note on card

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1962

SUBJECT: Nils Siguard Andersson, Bankrupt
Stringtown-Myrtle Point Bridge Job
Our Contract No. 5935

To: Mr. C. H. Maison
Auditor
Office

Confirming your telephone conversation with Mr. Lindas on Wednesday, March 21, 1962, this is to request that you withhold payment of any amounts due under the above contract pending receipt of a temporary order to that effect, which is expected to be issued by the referee in bankruptcy within the next few days.

Enclosed is a copy of letter of even date to Mr. Seymour L. Coblens, attorney for the receiver in bankruptcy, relating to this matter.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
enc.

cc: Floyd Query

NOTED ON CARD
Sc

NOTED
FLOYD QUERY

[illegible]

[illegible]
M. K. McIVER, Chairman
Portland
KENNETH N. FRIDLEY, Member
Wasco
GLENN L. JACKSON, Member
Medford

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 22, 1962

Mr. Seymour L. Coblens
Attorney at Law
Corbett Building
Portland, Oregon

Re: Nils Sigaard Andersson - Bankrupt
Stringtown-Myrtle Point Bridge Job
Our Contract No. 5935

Dear Mr. Coblens:

Confirming the telephone conversation between you and Mr. Lindas on Wednesday, March 21, 1962, this is to notify you that we have requested that payment of any sums otherwise due to the surety and assignee under the above contract be withheld for a reasonable time, pending receipt of an order to that effect from the referee in bankruptcy.

We trust that you will obtain and provide us with a copy of such an order at the earliest possible date, since, as you will appreciate, we cannot withhold payment of sums otherwise due for an indefinite period, in the absence of some such order.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: C. H. Maison

Floyd Query

NOTED ON CARD
R. C.

RECEIVED
MAR 22 1962

FOR FILING

5935

March 21, 1962

Elmer Benham Ready Mixed Concrete
P. O. Box 665
Coquille, Oregon

Attention: Mr. Dean Benham

Gentlemen:

This is to acknowledge receipt of your claim letter of March 19 in the amount of $8,019.07 for transit ready mix concrete delivered to Sig Andersson.

From the description furnished, this appears to be in reference to the Sig Andersson Contract No. 5935, for the South Fork Coquille River Overflow Bridge and grading on the Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County.

The United Pacific Insurance Company, through Mansfield and Company, 1975 S. W. 5th Avenue, Portland 1, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

So there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

NOTED ON CARD
dc

RECEIVED
FORM E-128-X 50M 6-61
MAR 26 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5935

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 21, 1962

Hon. Howell Appling, Jr.
Secretary of State
122 State Capitol
Salem, Oregon

Attention: Mr. George Stephens

Gentlemen:

Attached is a claim letter for filing in the amount of $8,019.07, received from Elmer Benham Ready Mixed Concrete, Coquille, for transit ready mix concrete furnished to Sig Andersson.

This appears to be in connection with the Sig Andersson Contract No. 5935, for the South Fork Coquille River Overflow Bridge and grading on Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

dc

File # 3931

FILED
MAR 22 1962
HOWELL APPLING, JR.
SECRETARY OF

RECEIVED
MAR 22 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

RECEIVED
MAR 22 1962

FOR FILING

5935

March 21, 1962

Hon. Howell Appling, Jr.
Secretary of State
122 State Capitol
Salem, Oregon

Attention: Mr. George Stephens

Gentlemen:

Attached is a claim letter for filing in the amount of $8,019.07, received from Elmer Benham Ready Mixed Concrete, Coquille, for transit ready mix concrete furnished to Sig Andersson.

This appears to be in connection with the Sig Andersson Contract No. 5935, for the South Fork Coquille River Overflow Bridge and grading on Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

NOTED ON CARD
dc

RECEIVED
MAR 22 1962
FOR FILING

5935

March 21, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: Mr. W. T. Atkins

Gentlemen:

A claim letter, dated March 19, 1962, has been received from Elmer Benham Ready Mixed Concrete, Coquille, advising that Sig Andersson owes them for transit ready mix concrete in the amount of $6,619.07.

This appears to be in connection with our Contract No. 5935, for the South Fork Coquille River Overflow Bridge and grading on Stringtown Road Bridge Section of the Myrtle Point-Coquille Road, Coos County. This claim has been forwarded to the Secretary of State for filing. Attached is a copy for your records.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

cc: Sig Andersson
8th & Teakwood
Coos Bay, Oregon

Mansfield & Co.
1975 S.W. 5th Avenue
Portland 1, Oregon
M. K. McIver
Glenn L. Jackson
Forrest Cooper

NOTED ON CARD
dc

Elmer Benham Ready Mixed Concrete
P. O. Box 665
Coquille, Oregon
March 19, 1962

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen; Contract #5935

We wish to notify the Oregon State Highway Commission that Sig Andersson has a balance past due of $8019.07 for transit ready mix concrete delivered to Oregon State Highway project # 8859, Stringtown bridge near Myrtle Point, Oregon.

Please acknowledge notification by return mail.

Thank You,
Elmer Benham Ready Mix Concrete
Dean Benham
Dean Benham

RECEIVED
MAR 20 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 21 1962

FOR FILING

[illegible]

5935

March 20, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

Attached is a copy of a claim in the amount of $4,727.52 including interest, which has been filed with the Secretary of State by Mercer Steel Co., Inc., for reinforcing steel furnished to Sig Andersson.

This appears to be in connection with State Highway Contract No. 5935 with Sig Andersson for the S. Fork Coquille River Overflow Bridge and grading on the Stringtown Road Bridge of the Myrtle Point-Coquille Road in Coos County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Sig Andersson
8th & Teakwood
Coos Bay, Oregon

NOTED ON CARD
dc

Commissioners
Mr. Forrest Cooper

CWH:fp

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
CApitol 6-2511
2636 N. W. 26th AVE.
PORTLAND 10 OREGON

March 9, 1962

Mr. Floyd Query
OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

and
Howell A. Appling
Secretary of State
State Capitol
Salem, Oregon

NOTICE

Notice is hereby given that the undersigned, Mercer Steel Co., Inc. an Oregon Corporation, has a claim for reinforcing steel furnished at the special instance and request of Sig Andersson used and incorporated in Oregon State Highway Commission Contract No. 5935 for the construction of Spring Town Road Bridge in Coos County, Oregon, in the amount of $ 4,727.52, including interest from September 1, 1962, against the bond taken from the United Pacific Insurance Co. bond No. 91272 for the construction of the above project.

Dated at Portland, Oregon, this 9th day of March 1962.

MERCER STEEL CO., INC.

BY Karl A. Austin
Controller

Cec, please reply
FQ

RECEIVED
MAR 12 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

HOWELL APPLING, JR.
Secretary of State

March 12, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Mercer Steel Co., 2636 N. W. 26th Avenue, Portland Oregon, and filed as of March 12, 1962, a notice of claim by Mercer Steel Co., Inc., for reinforcing steel furnished at the special instance and request of Sig Andersson used and incorporated in Oregon State Highway Commission Contract No. 5935 for the construction of Spring Town Road Bridge in Coos County, Oregon in the sum of $4,727.52 including interest against the bond taken from the United Pacific Insurance Co.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo C Stephens
Public Records Section

ENC.
GS:FK

Cc, please reply FQ

RECEIVED
MAR 20 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

MERCER STEEL CO.
2636 N.W. 26th Ave.
CApitol 6-2511

March 9, 1962

Mr. Floyd Query
OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

and

Howell A. Appling
Secretary of State
State Capitol
Salem, Oregon

NOTICE

Notice is hereby given that the undersigned, Mercer Steel Co., Inc. an Oregon Corporation, has a claim for reinforcing steel furnished at the special instance and request of Sig Anderssen used and incorporated in Oregon State Highway Commission Contract No. 5935 for the construction of Spring Town Road Bridge in Coos County, Oregon, in the amount of $ 4,727.52, including interest from September 1, 1962, against the bond taken from the United Pacific Insurance Co. bond No. 91272 for the construction of the above project.

Dated at Portland, Oregon, this 9th day of March 1962.

MERCER STEEL CO., INC.

BY Neil A Austin
Controller

FILED
MAR 15 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

File # 3925

FILED
MAR 12 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAR 9 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAR 15 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5935

O Cook
note on card

March 14, 1962

Mr. Bernard B. Cantor
Receiver and Trustee
917 S. W. Second Avenue
Portland 4, Oregon

Re: Nils Siguard Andersson, bankrupt
Stringtown-Myrtle Point Bridge
Job
Our Contract No. 5935

Dear Mr. Cantor:

As indicated in the letter dated March 9, 1962, to you from Mr. Floyd Query, Secretary of the Oregon State Highway Commission, your claim to monies due under the above contract, as receiver in bankruptcy of Mr. Andersson, has been referred to me for study, with respect to the respective rights of you, as receiver, and of United Pacific Insurance Company, assignee and surety.

The information we have indicates that the assignment referred to in Mr. Query's letter was executed for fair consideration by Mr. Andersson on June 30, 1961. We have no basis for believing that there was any intent to defraud creditors. We are also advised that the bankruptcy petition in this case was not filed until March 6, 1962. Under these circumstances, it is my opinion that the assignment is valid as against you, and does not constitute a voidable preference under Section 60 of the Bankruptcy Act, 11 U.S.C.A. Section 96, or a fraudulent transfer under Section 67, 11 U.S.C.A. Section 107.

Accordingly, this is to advise that we will be obliged to pay such amounts as may be or become due under the above mentioned contract to United Pacific Insurance Company, the surety and assignee, in the absence of either: (a) the written consent of United Pacific Insurance Company that payment of such sums be made to you, or (b) a contrary order or adjudication by a court of competent jurisdiction.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:ks
cc: United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington
Floyd Query

NOTED ON C

NOTED
FLOYD QUERY

RECEIVED
MAR 14 1962
FOR FILING

5935

March 13, 1962

Northwest Steel Fabricators, Inc.
2000 E. Columbia Way
Vancouver, Wn.

Attention: Mr. L. R. Regez

Gentlemen:

This is to acknowledge receipt of your claim letter, dated March 12, in the amount of $1,560.00 for materials furnished to Sig Andersson on State Highway Contract No. 5935, the Myrtle Point-Coquille Road Project.

The United Pacific Insurance Company, through Mansfield & Co., 1975 S. W. 5th Ave., Portland 1, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

NORTHWEST STEEL FABRICATORS, INC.

FABRICATED STEEL BRIDGES AND BUILDINGS

2000 E. COLUMBIA WAY
VANCOUVER, WASHINGTON

TELEPHONES:
VANCOUVER AREA CODE 206
OX 5-1261
PORTLAND AREA CODE 503
SU 5-6655

March 12, 1962

Secretary
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please refer to your contract No 5935, Myrtle Point-Coquille Road Project, Sig Andersson, Contractor.

On September 22, 1961, we furnished under the name of Poole, McGonigle & Dick materials for this Project. Our invoice amount due is $1,560.00.

As of this date, Mr. Andersson has not paid us. This letter is written to let you know of this condition.

Very truly yours,

NORTHWEST STEEL FABRICATORS, INC.

L R Regez
L. R. Regez

LRR/pb

RECEIVED
MAR 13 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 21 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5935

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 13, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing, in the amount of $1,560.00, received from Northwest Steel Fabricators, Inc., Vancouver, Wn., for materials furnished to Sig Andersson.

This appears to be in connection with State Highway Contract No. 5935 with Sig Andersson for S. Fork, Coquille River Overflow Bridge and grading on the Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County.

The United Pacific Insurance Company, through Mansfield & Co., 1975 S. W. 5th Ave., Portland 1, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

File # 3927

FILED
MAR 14 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAR 14 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

NOTED ON CARD
dc

RECEIVED
MAR 14 1962
FOR FILING

March 13, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing, in the amount of $1,560.00, received from Northwest Steel Fabricators, Inc., Vancouver, Wn., for materials furnished to Sig Andersson.

This appears to be in connection with State Highway Contract No. 5935 with Sig Andersson for S. Fork, Coquille River Overflow Bridge and grading on the Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County.

The United Pacific Insurance Company, through Mansfield & Co., 1975 S. W. 5th Ave., Portland 1, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD
dc

RECEIVED
MAR 14 1962
FOR FILING

5935

March 13, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

A claim letter, dated March 12, 1962, has been received from Northwest Steel Fabricators, Inc., Vancouver, Wn., advising that Sig Andersson owes them for materials in the amount of $1,560.

This appears to be in connection with State Highway Contract No. 5935 with Sig Andersson for S. Fork, Coquille River Overflow Bridge and grading on the Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County.

We have forwarded this claim letter to the Secretary of State for filing. Attached is a copy for your records.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Sig Andersson
8th & Teakwood
Coos Bay, Oregon

Commissioners
Mr. Forrest Cooper

NOTED ON CARD
dc

RECEIVED
MAR 13 1962
FOR FILING

5935

March 12, 1962

United Pacific Insurance Company
Box 1216
Tacoma 1, Washington

Attention: Mr. W. T. Atkins
Claim Department

Dear Mr. Atkins:

This is to acknowledge your letter of March 9 concerning the status of Contract No. 5935, awarded to Sig Andersson, for construction of the Stringtown Road Bridge in Coos County.

Action declaring Mr. Andersson in default on this contract will, of course, have to be taken by the Highway Commission who looks to the State Highway Engineer for recommendation. Your letter, therefore, is being forwarded to Mr. Forrest Cooper, State Highway Engineer, for consideration as to appropriate action.

Be assured that we will cooperate with your company as surety as much as we possibly can.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Forrest Cooper
L. I. Lindas

Home Office • 728 St. Helens Avenue • Box 1216 • Tacoma 1, Washington

UNITED PACIFIC INSURANCE GROUP

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

March 9, 1962

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

60-35186 - Sig Andersson
(Stringtown Road Bridge Job
Contract No. 5935)

As you may know by this time, Sig Andersson filed a voluntary Petition in Bankruptcy on March 6.

Under the circumstances, we are interested in knowing as to just what the status of this job is in so far as the State Highway Commission is concerned. Sig tells us that it has been completed except for the requirement of replacing certain expansion joint material.

In view of his bankruptcy, if the job has not been accepted, and is not in condition to be accepted, we would suggest that the Highway Commission give serious consideration to defaulting Sig Andersson on the contract so that we as surety may make immediate arrangements to see that whatever work remains to be done is completed promptly and the balance of the job funds remaining in the contract are paid as promptly as possible.

Sig has left a certain amount of bills to be paid on this job and it will be necessary to apply all of the job funds remaining in the hands of the state to these bills, and as a matter of fact it may be necessary for us possibly to have to add some funds of our own to cover all of the bills. Needless to say, we would like to achieve the result of having this job accepted and all bills paid at the earliest possible moment and we, therefore, look forward to your early reply.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

W. T. Atkins
Claim Department

WTA:jc

RECEIVED
MAR 12 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 12 1962
FOR FILING
5935

D Cook

March 9, 1962

Mr. Bernard B. Cantor
Receiver and Trustee
917 S. W. Second Avenue
Portland 4, Oregon

Dear Mr. Cantor:

This is to acknowledge your letter of March 7 in which you request that all funds in connection with the Stringtown-Myrtle Point Bridge Job, awarded to Sig Andersson, be paid to you as receiver of Mr. Andersson, as bankrupt.

Our records indicate that the project you mentioned is probably our Contract No. 5935, for which United Pacific Insurance Company furnished the performance bond. We should advise you that an assignment has been taken by the surety on this contract as they are responsible for completion of the work.

Your letter is being referred to Mr. L. I. Lindas, our Chief Counsel, so a determination can be made as to the status of your claim with the assignment previously given to the surety.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: L. I. Lindas

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attn: Mr. W. T. Atkins

~~OFFICE COPY~~

NOTED ON CARD
dc

CAPITOL 2-3281

BERNARD B. CANTOR
RECEIVER AND TRUSTEE
917 S. W. SECOND AVENUE
PORTLAND 4, OREGON

March 7, 1962

Oregon State Highway Commission
Salem,
Oregon

Re: Stringston Myrtle Point Bridge Job--Nils Sigurd Andersson

Gentlemen:

Pursuant to order of the Bankruptcy Court dated March 6, 1962, I was appointed receiver of the above named bankrupt and have qualifed and am now acting as such. I have been informed that you are in possession of a retainage payable to the above named on account of the described project in the amount of $11,764.76. Please be advised that all funds in connection with the above job should be paid to me as receiver of the said bankrupt.

Very truly yours,

Bernard B. Cantor

cc Estes Snedecor,
Referee in Bankruptcy

RECEIVED
MAR 9 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 28 1962

FOR FILING

5935

February 27, 1962

Interstate Tractor and Equipment Co.
P. O. Box 192
Eugene, Oregon

Attention: Mr. Norman O. Harrang
Assistant Store Manager

Gentlemen:

This is to acknowledge receipt of your claim letter, dated February 26, and attached invoices in the amount of $2,891.80, against Sig Andersson for equipment rental and tire wear expense. Your letter states that this is in connection with the Sig Andersson Contract No. 5935 for the S. Fork, Coquille River Overflow Bridge and grading on the Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County.

So that there will be no misinterpretation of the law, we are forwarding your claim letter and invoices to the Secretary of State for filing.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

Interstate Tractor and Equipment Co.

1041 Highway 99 N
Eugene, Oregon
phone DI 4-4247

EUCLID
Crawler Tractors
Scrapers
Rear Dumps
Bottom Dumps
Loaders

LORAIN
Power Shovels
Cranes
Log Loaders
Front-end Loaders

February 26, 1962

Secretary of Oregon State Highway Commission
Salem
Oregon

Dear Sir:

Notice is hereby given that the undersigned Interstate Tractor and Equipment Co., P. O. Box 192, Eugene, Oregon, has a claim of $2,891.80 against Sig Andersson, 8th & Teakwood St., Coos Bay, Oregon, for equipment rental and tire wear expense covering services performed in conjunction with his contract No. 5935. This contract covers construction and grading of Strington Road Bridge for South Fork - Coquille River overflow.

The surety for Sig Andersson is the United Pacific Insurance Co., of Tacoma, Washington. We have been in contact with Andersson and the bonding company for several months endeavoring to collect our money but have not been successful.

We are enclosing copies of our Invoices covering the amount claimed. A portion of Invoice ME-208 has been paid. An explanation may be in order on Invoice ME-19 covering tire wear. At the onset of any rubber tired equipped rental deal, we carefully explain to our prospective customer that he will be invoiced for actual tire wear upon return of the equipment and this expense is in addition to the flat rate quoted and is part of the rental expense. The tire tread is measured by a major tire company representative and an appraisal made of each tire before and after rental and an invoice is rendered to cover the wear expense.

If any additional information is required for filing of this claim, please write us.

Very truly yours,

INTERSTATE TRACTOR AND EQUIPMENT CO.

Norman O. Harrang

Norman O. Harrang
Assistant Store Manager

NOH:js
encs.

RECEIVED
FEB 27 1962
OREGON
STATE HIGHWAY COMMISSION

cc: Sig Andersson
8th & Teakwood Sts.
Coos Bay, Oregon

United Pacific Insurance Co.
P. O. Box 1216, Tacoma 1, Wash.

RECEIVED
FEB 28 1962
FOR FILING

[illegible]

5935

February 27, 1962

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

A claim letter, dated February 26, 1962, with invoices, has been received from Interstate Tractor and Equipment Co., Eugene, advising that Sig Andersson owes them for equipment rental and tire wear expense in the amount of $2,891.80. This appears to be in connection with State Highway Contract #5935 with Sig Andersson for the S. Fork Coquille River Overflow Bridge and grading on the Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

NOTED ON CARD
tc

Sig Andersson
8th and Teakwood
Coos Bay, Oregon

Commissioners
Mr. Forrest Cooper

CWH:fp

RECEIVED
MAR 2 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5935

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 27, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated February 26, 1962, with invoices in the amount of $2,891.80, from Interstate Tractor and Equipment Co., Eugene, for equipment rental and tire wear expense furnished to Sig Andersson. The claim letter states that this is in connection with State Highway Contract No. 5935 with Sig Andersson for the S. Fork Coquille River Overflow Bridge and grading on the Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County.

Please acknowledge receipt of this claim letter on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

File # 3921

FILED
MAR 1 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED ON CARD

RECEIVED
MAR 1 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
FLOYD QUERY

RECEIVED
FEB 28 1962

FOR FILING

5935

February 27, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated February 26, 1962, with invoices in the amount of $2,891.80, from Interstate Tractor and Equipment Co., Eugene, for equipment rental and tire wear expense furnished to Sig Andersson. The claim letter states that this is in connection with State Highway Contract No. 5935 with Sig Andersson for the S. Fork Coquille River Overflow Bridge and grading on the Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County.

Please acknowledge receipt of this claim letter on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD
dc

RECEIVED
JAN 12 1962
FOR FILING
5935

D Cork

January 11, 1962

General Insurance Company of America
209 S. W. Fourth Avenue
Portland 4, Oregon

Attention: Mr. R. N. Mahle

Gentlemen:

In your letter of January 10, you asked that we advise you when semi-final and final payments are to be made to Sig Andersson on Contract No. 5935 for work on the Springtown Road Bridge Section, Coos County. As you may know, the bond for this contract was furnished by United Pacific Insurance Company through Mansfield and Company, 1975 S. W. Fifth Avenue, Portland 1, Oregon.

The contract has not yet been completed, although we expect it to be sometime in March. I have requested that you be sent a copy, which we will write to the United Pacific Insurance Company, when semi-final and final payments are to be made.

The only other contract that Mr. Andersson has which has not been completed and final payment made is Contract No. 5816 for South Rice Hill Undercrossing on the Pacific Highway in Douglas County. General Insurance Company furnished the bond for this contract which was completed August 18, 1961, but has not yet been accepted by the Highway Commission. Payments on this contract are assigned to the surety, attention Donald E. Spicard, General Insurance Building, Seattle 5, Washington.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:hl

NOTED ON CARD
Ac

GENERAL
AMERICA
COMPANIES

W. L. CAMPBELL
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
SAFECO® INSURANCE COMPANY OF AMERICA
LIFECO® INSURANCE COMPANY OF AMERICA
HOME OFFICES—SEATTLE 5, WASHINGTON

PORTLAND SERVICE OFFICE
TEL: CA. 8-3123
LINCOLN BUILDING
PORTLAND 4, OREGON
209 S. W. 4TH AVENUE

January 10, 1962

State of Oregon
Department of Highways
Salem, Oregon

Attention Secretary Oregon State
Highway Commission

Gentlemen:

Sig Andersson
Coos Bay, Oregon

The captioned contractor was the low bidder on the Springtown Road Bridge section, Myrtle Point - Coquille Road, near the city of Myrtle Point for bridge and grading work. This contract was awarded to Mr. Andersson on May 26, 1961 and the amount of the contract is $156,863.50.

We understand that Mr. Andersson has not as yet completed this contract. We are asking at this time that you please advise us when the pre-final and the final payment is made to the contractor on this job. Please direct this notice to my attention at 209 S. W. 4th Avenue, Portland 4, Oregon.

If there are any other state projects which have not as yet been completed or in which the final payment has not as yet been made to the contractor, we wish that you would advise us in regard to those contracts also.

I would appreciate it very much if you would acknowledge the receipt of this letter and give me your re-assurance as to the notification on final payment above mentioned.

Very truly yours,

R N Mahle

R. N. Mahle
SURETY
pr

RECEIVED
[illegible] 1[illegible] 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 26 1961
FOR FILING

5935

December 19, 1961

International Paper Company
Long Bell Division
220 East 42nd Street
New York 17, New York

Attention: Mr. R. J. Carroll
Mr. D. V. Drews

Gentlemen:

This is to acknowledge your letter of December 15 stating that Sig Andersson Construction Company owes you for material in the amount of $11,110.46 which was used on the Stringtown Road Project in Coos County.

Our records indicate this to be the Sig Andersson Contract No. 5935, for the South Fork Coquille River Overflow Bridge and grading on Stringtown Road Bridge Section of Myrtle Point-Coquille Road in Coos County.

The United Pacific Insurance Company, through Mansfield and Company, 1975 S. W. 5th Avenue, Portland 1, Oregon, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims but looks to the prime contractor and the surety for such payment. Contract payments are not withheld by us unless requested by the surety or by our own department.

If you wish to protect your claim under the bond, it should be filed with the Secretary of State within 6 months after the contract has been accepted by the State Highway Commission. Our Bridge Division informs us that this contract was approximately 83% complete as of December 1, 1961. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

RECEIVED
DEC 26 1961
FOR FILING

5935

December 19, 1961

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: W. T. Atkins

Gentlemen:

A letter, dated December 15, has been received from International Paper Company, Long Bell Division, 220 East 42nd Street, New York 17, New York, advising that Sig Andersson Construction Company owes them for materials in the amount of $11,110.46.

This appears to be in reference to State Highway Contract No. 5935, Sig Andersson, principal, for the South Fork Coquille River Overflow Bridge and grading on Stringtown Road Bridge Section of Myrtle Point-Coquille Road in Coos County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

cc: Sig Andersson
8th & Teakwood
Coos Bay, Oregon

Mansfield & Co.
1975 S. W. 5th Avenue
Portland 1, Oregon

M. K. McIver
G. L. Jackson
Forrest Cooper

NOTED ON CARD

INTERNATIONAL PAPER COMPANY
LONG-BELL DIVISION
220 EAST 42ND STREET
NEW YORK 17, N. Y.
AREA CODE 212 MU 2-7500

R. J. CARROLL
ASSISTANT TREASURER

December 15, 1961

State of Oregon
State Highway Department
Salem, Oregon

Attn. Mr. Floyd Query, Secretary

Subject: Sig Andersson Construction Co.
Coos Bay, Oregon

Dear Sir:

This is to advise that on June 29th and July 6th, we invoiced materials to Sig Andersson Construction Company of Coos Bay, Oregon totalling $13,110.46, all of which was to be used on the Stringtown Road Bridge #8859 Myrtle Point - Coquille Road in Coos County. Since that time, we have received only $2,000.00 in payment of these materials which leaves a balance outstanding on the account of $11,110.46.

Inasmuch as we understand, complete payment has not been made to Mr. Andersson we would appreciate your honoring our claim in this amount and remitting direct to the International Paper Company, Long-Bell Division 220 East 42nd Street, New York 17, N. Y.

Very truly yours

R J Carroll
Assistant Treasurer
Per D. V. Drew

R. J. CARROLL
DVD:AM

Cl—, please reply – explain why we do not pay claimants direct

76

RECEIVED
DEC 18 1961
OREGON
STATE HIGHWAY COMMISSION

Approx – 83%
12-1-61
Bruce [illegible]

NOTED
C. W. HEAD

NOTED
DON HARWELL

NOTED

Salem, Oregon
September 13, 1961

Stringtown Road Bridge Section
FAS 251, Coos County

Mr. Earl Saling
OFFICE

Attached is a right-of-way certificate covering right-of-way acquired for the above project.

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Att.

NOTED
JOHN D. GRAHAM

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S-46(2)

Highway No. 251

Name of Project Stringtown Road Bridge Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Coquille, Oregon, this 17 day of March, 1961.

Coos County Court

James W. Harrison
Judge

Walter Barklow
Commissioner

J J Geany
Commissioner

7-18-61

Monthly Transaction No. RECEIVED JUL 21 1961	For[illegible]-2 (9-[illegible]7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te Oregon
Project Report No. FOR FILING S-46(2) 5935	FEDERAL-AID PROJECT AGREEMENT	County Coos
		Project No. S-46(2)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd., Coquille River East, 0.3 mi.
(Stringtown Road Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-17-61	0.2
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 172,659	$ 108,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
~~Deputy~~ **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer July 18, 1961

USComm-DC 40257

July 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Stringtown Road Bridge Section, Project No. S-46(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

RNC:bm

June 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Stringtown Road Bridge Section, Project No. S-46(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-46(2)

STRINGTOWN ROAD BRIDGE SECTION OF THE
MYRTLE POINT-COQUILLE ROAD IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1961

Type Code 0010
Roadway (Sta. 8+23 to Sta. 25+00)(Contract 5935)

Clearing and Grubbing	All	Required		$ 2,500.00
Drainage Excavation, Unclassified	8	cu.yds.	$ 4.00	32.00
General Excavation, Unclassified	27,600	cu.yds.	0.60	16,560.00
Short Overhaul	16,600	yd.stas.	0.02	332.00
Long Overhaul	2,100	C-yd.stas.	0.30	630.00
Finishing Roadbed and Slopes	0.20	miles	1,000.00	200.00
Rounding Cutbanks	1,400	lin.ft.	0.20	280.00
12-inch Concrete Pipe	30	lin.ft.	4.00	120.00
18-inch Concrete Pipe	68	lin.ft.	6.00	408.00
Loose Riprap	1,300	cu.yds.	5.00	6,500.00
				$ 27,562.00
Flagging (57½% of Contractor's Cost)	All	Required		100.00
		Subtotal		$ 27,662.00
		10% Engr. & Cont.		2,766.00
		Total		$ 30,428.00

Type Code X021
S. Fork Coquille River Overflow Bridge (#8859)(Sta. 14+00 to Sta. 20+00)(Contract 5935)

Furnish Treated Timber Piling	8,435	lin.ft.	$ 1.40	$ 11,809.00
Furnish Steel Shells	550	lin.ft.	3.00	1,650.00
Drive Timber Piles	133	only	40.00	5,320.00
Drive Steel Shells	10	only	75.00	750.00
Class "A" Concrete (930 cu.yds.)	All	Required		60,000.00
Metal Reinforcement (286,000 lbs.)	All	Required		36,000.00
Treated Lumber in Place	15.0	M-FBM	350.00	5,250.00
Metal Parapet Railing	1,200	lin.ft.	7.00	8,400.00
8-inch Metal Drain Pipe	35	lin.ft.	3.50	122.50
		Subtotal		$129,301.50
		10% Engr. & Cont.		12,929.50
		Total		$142,231.00

Length of Roadway - - - - - - - - - - - - 0.204 Mile
Length of 1 Structure - - - - - - - - - - 0.114 Mile
Total Length- - - - - - - - - - - - - - - 0.318 Mile
Cost of Roadway Per Mile- - - - - - - - $149,156.86

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 30,428.00	$ 19,100.00	$ 5,664.00	$ 5,664.00
Structure	142,231.00	89,600.00	26,315.50	26,315.50
	$172,659.00	$108,700.00	$31,979.50	$31,979.50

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

RECEIVED
JUL 11 1961
FOR FILING

5935

J Cook

July 10, 1961

Mautz, Souther, Spaulding, Kinsey & Williamson
Attorneys at Law
Board of Trade Building
Portland 4, Oregon

Attention: Mr. Douglas M. Thompson

Dear Mr. Thompson:

On June 30 you sent to us an assignment of claims form authorizing the United Pacific Insurance Company to act as agent for and to sign and receipt for warrants which may be drawn hereafter on Contract 5935 awarded to Sig Andersson for construction of South Fork Coquille River Overflow Bridge on Myrtle Point-Coquille Road in Coos County.

The assignment form has been approved by the Commission's Legal Division, and a copy of the assignment form is being forwarded to Mr. C. M. Maison, Auditor.

Previously you had requested that all checks payable to Sig Andersson on this contract be forwarded to your office in Portland. We will continue to do this.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: L. I. Lindas
C. M. Maison
Sig Andersson

NOTED ON CARD
dc

D Cook

MAUTZ, SOUTHER, SPAULDING, KINSEY & WILLIAMSON
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

ROBERT T. MAUTZ
CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
RAYMOND P. UNDERWOOD
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
JAMES H. BRUCE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER

TELEPHONE
CAPITOL 2-9981

June 30, 1961

RECEIVED
JUL 3 1961
LEGAL & RIGHT OF WAY

NOTED
FLOYD QUERY

CERTIFIED MAIL - Return Receipt Requested

Mr. Floyd Query, Secretary
Oregon State Highway Commission,
Oregon State Highway Bldg.,
Salem, Ore.

Contract 5935

Re: S. Fork Coquille River Overflow Bridge & Grading Stringtown Road Bridge Section, Myrtle Point - Coquille Road - Coos County, Oregon

Dear Mr. Query:

We represent United Pacific Insurance Company, and on their behalf we hereby deliver to you the enclosed assignment executed by Sig Andersson of all moneys now due or in the future becoming due to him with regard to the contracts referenced above.

You have already received instructions to send all checks payable to Sig Andersson with regard to the above contract to United Pacific Insurance Company, Board of Trade Building, Portland 4, Oregon. Such directions remain in effect.

Please acknowledge receipt of the enclosed assignment by signing and returning the enclosed copy of this letter.

Very truly yours,

Douglas M Thompson
a ml.
Douglas M. Thompson

DMT AML
Encl.
cc Mr. Reinhard
Mr. Atkins

RECEIVED
JUL 3 1961
OREGON
STATE HIGHWAY COMMISSION

7-7-61
returned Copy of this letter to Thompson with note that assignment had been approved by Chief Counsel

D Cook

RECEIVED
JUL 10 1961

FOR FILING

S

5935

June 29, 1961

Sig Andersson
8th and Teakwood
Coos Bay, Oregon

Dear Mr. Andersson:

In your letter of June 28, 1961 you request that all vouchers, warrants, checks or drafts due or to become due on Contract No. 5935, Stringtown Road Bridge in Coos County, be sent to you in care of United Pacific Insurance Company, 627 Board of Trade Building, Portland, Oregon.

We will be pleased to forward the checks as you have requested.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FC:jme

cc: United Pacific Insurance Co.
627 Board of Trade Building
Portland, Oregon

Mansfield & Co.
1975 S. W. 5th Avenue
Portland 1, Oregon

C. H. Maison (2)
Ivan Merchant

NOTED ON CARD
dc

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma 1, Washington
Attn: W. T. Atkins

SIG ANDERSSON CONSTRUCTION COMPANY
8TH & TEAKWOOD
COOS BAY, OREGON

June 28, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon

Re: Contract - Stringtown Road Bridge,
Myrtle Point - Coquille Road -
Coos County Contract 5935

Dear Mr. Query:

The undersigned hereby authorizes and directs that all vouchers, warrants, checks or drafts on monies now due or hereafter to become due, payable to the undersigned from the State of Oregon Highway Department, Salem, Oregon, under contract "Stringtown Road Bridge, Myrtle Point - Coquille Road - Coos County Contract 5935" shall be sent in care of the United Pacific Insurance Company, 627 Board of Trade Building, Portland, Oregon.

Sig Andersson
Sig Andersson

RECEIVED
JUN 29 1961
OREGON
STATE HIGHWAY COMMISSION

United Pacific Ins Co.
627 Board Of Trade Bldg.
Portland 16 Ore.

UNITED PACIFIC
Thrifty-Life
...IS HERE!

JUN 28'61
OREG
P.B. [illegible]
64

REGISTERED
No. 169167
Return Receipt Requested

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon

REGISTERED LETTER - RETURN RECEIPT REQUESTED

STATE OF OREGON - HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIMS

6-28-61

FOR THE CONSIDERATION OF TEN AND 00/100 DOLLARS, and other valuable consideration, to me paid, I hereby sell, assign and transfer all claims for all monies now due or which may hereafter become due me from the State of Oregon for work performed under State Highway Contract known as "S. Fork Coquille River Overflow Bridge & Grading Stringtown Road Bridge Section, Myrtle Point-Coquille Road - Coos County, Oregon." to United Pacific Insurance Company and authorize and empower said United Pacific Insurance Company to act as agent for me and in my name, place and stead, to verify all of such claim and to sign, receipt for and receive any warrants which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claims and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments. This is an assignment coupled with an interest and is irrevocable.

Witness my hand this 28th day of June, 1961.

Executed in the presence of
us as witnesses:

A G Mansfield

Sig Andersson
Sig Andersson

MAUTZ, SOUTHER, SPAULDING, KINSEY & WILLIAMSON
~~MAUTZ, SOUTHER, SPAULDING, DENECKE & KINSEY~~
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

STATE OF OREGON)
County of Multnomah) ss.

On this 28th day of June, 1961, before me, a Notary Public in and for said county and state, personally appeared the within named SIG ANDERSSON, who acknowledged to me that he executed the foregoing instrument freely and voluntarily.

Witness my signature, official designation and seal.

Douglas M.

Notary Public for Oregon

My Commission Expires: 12/13/63

RECEIVED
JUN 20 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5935

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 20, 1961

Mr. Sig Andersson
8th & Teakwood
Coos Bay
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5935, awarded June 2, 1961, for construction of the South Fork Coquille River Overflow Bridge and grading on the Stringtown Road Bridge Section of the Myrtle Point-Coquille Road in Coos County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN 19 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]
5935

June 19, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage, N. E.
Salem, Oregon

Dear Sir:

Sig Andersson started work on the Stringtown Road Bridge Project on the Myrtle Point-Coquille Road in Coos County, Contract #5935, FAP No. S-46(2), on June 7, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
C. G. SWENSON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/14/61	CC-691		506-1093-297

Coos County
Coquille, Oregon

Attention of: County Court

INVOICE NUMBER 69999

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance deposits			$35,500.00
Partial transfer county advance deposit for Stringtown Road Bridge, FAS 254. Covered by agreement dated May 26, 1961.			27,500.00
To be retained			8,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150 (REVISED 7-60)

NOTED
[illegible] COX

NOTED
[illegible]

June 12, 1961

NOTED
C. G. SWENSON

Coos County Court
Courthouse
Coquille, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Gentlemen:

This is to acknowledge receipt of your advance deposit of $25,500 for the construction of the Stringtown Road Bridge under Contract No. 5935.

Coos County has to its credit a pre-advance deposit of $10,000. This amount has been added to the $25,500 making the total deposit required for this project.

Enclosed are a copy of the contract for your files and another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

C. G. Swenson
County and City Relations Engineer

By

V. R. Jones
Field Engineer

VRJ:mm
Encl.

RECEIVED
JUN 23 1961
FOR FILING

[illegible]

5935

MISC. CONTRACTS and
AGREEMENTS No._______

Salem, Oregon
June 7, 1961

FAS Project Agreement
Coos County

Mr. C. G. Swenson
County & City Relations Engineer
Office

Attention: Mr. Robert H. Prange
County & City Relations Field Engineer

Attached is a conformed copy of an agreement with Coos County covering the Stringtown Road Bridge Section of FAS 251 in Coos County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Coos County.

Secretary

rn
Attach: 1

FORM E-30 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
5/15/61

To: Mr. P. M. Stephenson
OFFICE

SUBJECT: FAS Project Agreement
Coos County

Attached are three copies of an agreement covering the Stringtown Road Bridge Section of FAS 251 in Coos County. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 1/28/60.

Robert H. Prange
Robert H. Prange
County & City Relations Field Engineer

RHP:mm
Att.

See 1st sheet of agreement

RECEIVED
JUN 8 1961

FOR FILING

5-416 (3)

54-35

June 7, 1961

County Court of Coos County
Court House
Coquille, Oregon

Gentlemen:

We are enclosing for the records and files of Coos County a fully executed copy of an agreement between the State Highway Commission and Coos County covering the Stringtown Road Bridge Section of FAS 251 in Coos County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMM.

rn
Enc.

RECEIVED
JUN 5 1961

FORM E-302 80M 7-60 29396

5-46(2)

5735

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1961

7

To: Mr. R. L. Porter
Office Engineer
OFFICE

SUBJECT: Advance Deposit
Stringtown Road Bridge Section
FAS 251, Coos County

We have received the required advance deposit on the subject project. This project is now clear for award of a contract.

Original signed
C. G. Swenson

C. G. Swenson
County & City Relations Engineer

NOTED
G. S. PAXSON

CGS:mm

cc: G. S. Paxson
Ivan Merchant

RECEIVED
JUN 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. R. JONES

NOTED
C. G SWENSON

May 24, 1961

Coos County Court
Courthouse
Coquille, Oregon

NOTED
Harold C. Ayers

Gentlemen:

On May 23, a satisfactory bid was received from Sig Anderson of North Bend, Oregon, for construction of the Myrtle Point-Coquille Section of FAS 251. As per agreement between the county and state, the following advance deposit is required of the county prior to awarding of the contract:

Bid Items	$156,863.50
Anticipated Additional Item (Flagging)	100.00
Engineering & Contingencies (12-1/2%)	19,620.44
Estimated Total Cost.	$176,583.94
County Advance Deposit	
20% of $176,583.94	$ 35,500.00
Less Prepaid Advance Deposit	-10,000.00
REQUIRED CASH DEPOSIT	$ 25,500.00

Please make this advance deposit by means of a check in the amount of $25,500 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

check rec'd 6/1/61
Porter Notified 6/1/61

NOTED
H. S. COX

NOTED
Harold C. Ayers

May 4, 1961

Coos County Court
Courthouse
Coquille, Oregon

NOTED
C. G SWENSON

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Stringtown Road Bridge Section of FAS 251.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $197,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than May 15.

It is presently planned to accept bids for this project on May 23.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

April 19, 1961

FAS 251

Mr. Leonard E. Boekelman
Stringtown Route
Myrtle Point, Oregon

Dear Mr. Boekelman:

You have requested that the wooden trestle now in use on the present Stringtown Road be left intact after the new grade and new trestle has been constructed and the old right-of-way vacated to the property owner. This is to inform you that the County Court hereby grants permission for the State Highway Department to leave this structure intact with the full understanding that neither the State Highway Department nor the Coos County Highway Department will have any responsibility for the upkeep of said structure after the new project has been completed.

We hope that this letter will satisfy your concern in regard to this matter.

Very truly yours,

COOS COUNTY COURT

JH
James W. Harrison
County Judge

WB.
Walter Barklow
Commissioner

J.G.
J. J. Geaney
Commissioner

COPY

JWH/vh

CC. H. S. Cox ✓

Sent copy to [illegible]

RECEIVED
APR 21 1961
ENGINEER
COUNTY & CITY RELATIONS

VOL 284 PAGE 83

CORRECTION DEED - REVISION OF DEED RECORDED VOL. 283, PAGE [illegible]

31888

WARRANTY DEED

THIS INDENTURE WITNESSETH, That LEONARD [illegible] AND LUCILLE [illegible], husband and wife, for the consideration of the sum of SIX THOUSAND NINE HUNDRED FIFTY AND NO/100ths DOLLARS ($6,950.00) to them paid, have bargained and sold; and by these presents do bargain, sell and convey unto COOS COUNTY, a political subdivision of the State of Oregon the following described premises, to-wit:

PARCEL NO. 1 - A parcel of land lying in Sec. 8, T. 29 S., Range 12 W., W. M. Coos County, Oregon, and being a portion of that property described in those deeds to Walter Stull and Carolyn Stull, recorded in Book [illegible], Page 398 and in Book 227, Page 109, of Coos County Records of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Coquille-Myrtle Point County Road as said county road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 8+23, said Station being 409 ft. North and 740 ft. East of the South quarter corner of said Sec. 8; thence North 89°51'30" West 609.38 ft.; thence on a spiral curve right (the long chord of which bears North [illegible]°41'30" West) 200 ft.; thence on a 881.97 foot radius curve right (the long chord of which bears North 12°56'30" West) 630 ft.; thence on a spiral curve right (the long chord of which bears North 46°48'30" East) 200 ft.; thence North 51°[illegible] East, 28.20 ft.; thence on a spiral curve left (the long chord of which bears North 48°03'30" East) 400 ft.; thence on a 954.93 foot radius curve left (the long chord of which bears North 34°[illegible] East) 260.[illegible] ft.; thence on a spiral curve left (the long chord of which bears North 21°00'30" East 300 feet; thence North 1[illegible]°00'30" East, 207.46 feet to Station [illegible].

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on [illegible] Side of C/L	Width on [illegible] Side of C/L
10+00	14+50	50	60
14+50	19+40	60	60
19+40	20+00	70	70
20+00	21+00	70 in a straight line	70
21+00	25+51.38	70 in a straight line to 50	50
25+51.38	25+80.58	50	[illegible]
25+80.58	28+80.58	50	[illegible]
28+80.58	33+00	50	105
33+00	33+50	50 tapers to 30	90
33+50	35+00	30	90

PARCEL NO 2 - A parcel of land lying in the Southeast quarter of the Southwest quarter of Section 8, Township 29 South, Range 12 West, Willamette Meridian, Coos County, Oregon, and being a portion of that property described in that certain deed to Walter Stull and Carolyn Stull, recorded in Book [illegible], Page 398 of Coos County Records of Deeds; the said parcel being that portion of said property lying Westerly of Parcel #1 and included in a strip of land variable in width, lying on each side of the center line of the [illegible] Road connection to the relocated Coquille-Myrtle Point County Road, which connection center line is described as follows:

STATE OF OREGON : ss
COUNTY OF COOS :

I hereby certify [illegible] of the original record on file in my office and custody.

[illegible]

[illegible] ______________________

[illegible] County Clerk

By ______________________ Deputy

Beginning at Engineer's center line Station "A" 0+00, which station equals center line Station 21+00 on the center line of said relocated Coquille-Myrtle Point County Road; said Station being 910 feet North and 290 feet West of the South quarter corner of said Section 31; thence North 88°05' West 65.77 feet; thence on a 100 foot radius curve to the left (the long chord of which bears South 69°13½' West) for an arc distance of 69.60 feet; thence South 40°30' West 66.97 feet; thence on a 1145.92 foot radius curve to the right (the long chord of which bears South 45°02½' West) for an arc distance of 181.66 feet; thence South 49°15' West 28.77 feet; thence on a 477.47 foot radius curve to the left (the long chord of which bears South 37°01' West) for an arc distance of 209.63 feet to Station "A" 6+44.42.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on N'ly Side of C/L	Width on S'ly Side of C/L
0+00	0+65.77	40 feet	30 feet
0+65.77	1+55.57	40 feet taper to 30 feet	30 feet
1+55.57	4+50	30 feet	30 taper to 10 feet
4+50	6+44.42	30 feet	30 feet

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said COOS COUNTY, a Political subdivision of the State of Oregon, its heirs and assigns forever.

And the said Leonard Boekelman and Lucille Boekelman husband and wife, do hereby covenant to and with the said COOS COUNTY, a Political Subdivision of the State of Oregon, its heirs and assigns that they are the owners in fee simple of said premises; that they are free from all incumbrances and that they will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, I have hereunto set our hands and seals this 17 day of March, 1961.

Leonard Boekelman

Lucille Boekelman

Done in Presence of:

STATE OF OREGON:
ss
County of Coos:

On this 17 day of March, 1961, personally came before me, a Notary Public in and for said County and State, the within named Leonard Boekelman and Lucille Boekelman, husband and wife, to me personally known to be the individuals above described in and who executed the within instrument and each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

WITNESS MY HAND and official seal this 17 day of March, 1961.

Notary Public for Oregon
My Commission Expires

MAR 17 1961

Beginning at Engineer's center line Station "A" 0+00, which Station equals center line Station 21+00 on the center line of said relocated Coquille-Myrtle Point County Road; said station being 918 feet North and 290 feet West of the South quarter corner of said Section 6; thence North 86°01' West 65.77 feet; thence on a 100 foot radius curve to the left (the long chord of which bears South 66°13½' West) for an arc distance of 89.80 feet; thence South 40°30' West 68.97 feet; thence on a 1143.92 foot radius curve to the right (the long chord of which bears South 45°02½' West) for an arc distance of 181.66 feet; thence South 49°35' West 26.77 feet; thence on a 477.47 foot radius curve to the left (the long chord of which bears South 37°01' West) for an arc distance of 207.85 feet to Station "A" 6+44.42.

The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on NWly Side of C/L	Width on SEly Side of C/L
0+00	0+65.77	40 feet	50 feet
0+65.77	1+55.57	40 feet taper to 30 feet	50 feet
1+55.57	4+50	30 feet	50 taper to 30 feet
4+50	6+44.42	30 feet	30 feet

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said COOS COUNTY, a Political subdivision of the State of Oregon, its heirs and assigns forever.

And the said Leonard Boekelman and Lucille Boekelman husband and wife, do hereby covenant to and with the said COOS COUNTY, a Political Subdivision of the State of Oregon, its heirs and assigns that they are the owners in fee simple of said premises; that they are free from all incumbrances and that they will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 14 day of March, 1961.

Lucille Boekelman

Done in Presence of:

STATE OF OREGON)
SS
County of Coos)

On this 14 day of March, 1961, personally came before me, a Notary Public in and for said County and State, the within named Leonard Boekelman and Lucille Boekelman, husband and wife, to me personally known to be the individuals above described in and who executed the within instrument and each personally acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

WITNESS MY HAND and official seal this 14 day of March, 1961.

Notary Public for Oregon
My Commission expires:

RECORDED: MAR 17 1961 at M
GEORGANNA VAUGHAN, COUNTY CLERK

FORM No. [illegible]—WARRANTY DEED 31885

CORRECTION DEED - REVISION OF DEED RECORDED VOL. 283 - PAGE 78

KNOW ALL MEN BY THESE PRESENTS, That Alvin A. Brimhall, Jr. a single man,

in consideration of ONE THOUSAND FOUR HUNDRED FIFTY AND NO/100ths ($1,450.00) *Dollars,*

to him *paid by* COOS COUNTY, a political subdivision of the State of Oregon [illegible]

do es *hereby grant, bargain, sell and convey unto* [illegible]
of the State of Oregon
heirs and assigns, all the following real property, with the tenements, [illegible] *situated in the County of* COOS *and State of Oregon, bounded and described as follows, to-wit:*

A parcel of land lying in the SW¼ of the NE¼ of the SE¼ of Section 8, Township 29 South, Range 12 West of the Willamette Meridian, Coos County, Oregon, and being a portion of that property described in that certain deed to Alvin A. Brimhall, Jr., recorded in Book 227, Page 193, Deed Records of Coos County, Oregon; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Coquille-Myrtle Point County Road as said County Road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 25+52.38, said Station being 1283.16 feet North and 55.25 feet West of the South quarter corner of said Section 8; [illegible] North 51°03'30" East 28.20 feet; thence on a spiral curve left (the long chord of which bears North 48°03'30" East) 300 feet; thence on a 954.93 foot radius [illegible] left (the long chord of which bears North 34°31'45" East) 250.11 feet; thence on a spiral curve left (the long chord of which bears North 21°00' 30" East) [illegible] thence North 18°00'30" East 207.46 feet; thence on a spiral curve right (the long chord of which bears North 19°20'30" East) 200 feet; thence on a 1432.39 foot [illegible] curve right (the long chord of which bears North 23°29'30" East) 74.17 feet; thence on a spiral curve right (the long chord of which bears North 27°38'30" East) 200 [illegible] thence North 28°58'30" East 297.74 feet to Station 44+00 at which station the [illegible] line of said strip of land lies at right angles to said center line.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Westerly Side of Center Line	Width on Easterly Side of Center Line
28+80.58	32+80 more or less being the Southerly line of the above described property	90	30
32+80	35+00	90	30
35+00	41+13.25	90	[illegible]
41+13.25	43+00	90 taper to 200	50
43+00	44+00	200	50

The parcel of land to which this description applies contains [illegible] acres, [illegible] outside of the existing right of way.

AND ALSO: The Grantor herby agrees permit the construction and/or maintenance of roadway fill slopes on or over a parcel of land [illegible] feet in width adjacent and [illegible] to the Easterly right of way line of the above described parcel beginning at the Southerly line of the herein described parcel and running Northerly [illegible]

To Have and to Hold, the above described and granted premises unto the said Coos County *heirs and assigns forever.*

And Alvin A. Brimhall, Jr. *the grantor above named do* es *covenant to and with the above named grantee* [illegible] *heirs and assigns that* they *lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances,*

and that they *will and* their *heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever.*

Witness my *hand and seal this* 17 *day of* [illegible]

Alvin A. Brimhall, Jr. (Seal)

(Seal)

STATE OF OREGON,

County of Coos

BE IT REMEMBERED, That on this [illegible] day of [illegible] March [illegible] before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named [illegible]

known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public for Oregon.
My Commission expires
My Commi[illegible]

31895

WARRANTY DEED

STATE OF OREGON
COUNTY OF COOS ss

[illegible]

NOTED
V. R JONES

MEMO TO J. W. NASH
2/28/61

FAS 251, COOS COUNTY

TERMINI: West End: Westerly end of Spruce Street Bridge (west of Myrtle Point); thence northwesterly .69 mile to connection with FAS 251. (Myrtle Point Section)

PROPOSED WORK:: Grade & drain a 2-lane roadbed to a top width of 38 feet and to an improved grade and alignment. Also, construct a concrete pile trestle bridge 600 feet long with a horizontal clearance of 26 feet and with one 3-1/2 foot sidewalk.

PROJECT LENGTH: 0.69 mile.

COSTS:	Total	Federal	State	Other
CONSTRUCTION	$205,000	$123,000	$41,000	$41,000 (Co.)

EXISTING FACILITIES: Roadway - 18-foot wide bituminous surface with 3-foot shoulders. Portions of this road flood periodically during high water. This road has one substandard curve and one 73-foot pile trestle overflow structure with a horizontal clearance of 21 feet and a loading of H-15.

ADJACENT SECTIONS

WESTERLY END: FAS 251, 18-foot bituminous surface with 3-foot shoulders.

EASTERLY END: FAS 251, Spruce Street Bridge, concrete steel & pile trestle 558 feet long, H.C. 24 feet, loading H-15.

PROJECT DATA: Grade & drain only, a 2-lane roadbed to a top width of 38 feet on an improved grade and alignment. The county will place base materials and a 22-foot wide bituminous wearing surface with 4-foot shoulders subsequent to this contract. This work will be done to approved highway standards. County forces will also construct approach and surface connection to Stringtown Road.

STRUCTURES: Construct one 600-foot long reinforced concrete bridge on treated timber piling, H.C. 26 feet with 3-1/2 foot sidewalk on right side.

ROW:	Variable minimum 80 feet
MINIMUM DESIGN STANDARDS:	No exceptions
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING	None required
UNUSUAL OR COMPLICATED SITUATION:	None

FAS 251 has considerable heavy log hauling and is also on mail and school bus routes.

HSC:mm

2-6-61

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S-46(2)

Highway No. FAS 251

Name of Project Stringtown Road-Myrtle Point Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Coquille, Oregon, this 6 day of February, 1960.

Coos County Court

James C. Harrison
Judge

Walter Barklow
Commissioner

J J Geaney
Commissioner

RECEIVED
FEB 8 1961
ENGINEER
COUNTY & CITY RELATIONS

R/W Certificate to Earl [illegible] 2/27/61.
~~FAS Co. Rd. Program [illegible] letter~~.

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

January 17, 1961

Mr. William Griffith
Coos County Engineer
Courthouse
Coquille, Oregon

Dear Mr. Griffith:

Enclosed is a set of plans on the Myrtle Point Section of FAS 251 showing the revised alignment which Mr. Cox and I have previously discussed with you.

As per our conversation this date we will make no revisions in our right-of-way map until we receive the revised right-of-way descriptions from you. It would be appreciated if you would forward these descriptions to this office as soon as possible so that the construction plans can be completed and the right-of-way map can be revised.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

cc: G. S. Paxson
D. J. Barbee, attention Floyd Scott
Frank Hall
V. D. Wolfe

NOTED
V. R. JONES

NOTED
H. S. COX

January 11, 1961

NOTED
C. G SWENSON

Mr. William K. Griffith
Coos County Engineer
Courthouse
Coquille, Oregon

NOTED
Harold C. Ayers

Dear Mr. Griffith:

This letter will confirm our telephone conversation of January 11, 1961, wherein Coos County, by and through yourself, obtained permission from the Highway Construction Department to narrow the right-of-way in the vicinity of station 27 on the property of Daniel S. Barklow. Said right-of-way is being obtained in conjunction with construction of the Myrtle Point-Lampa Road section of FAS 251 in Coos County.

Please be advised that this permission is given at request of Coos County and that the Oregon State Highway Construction Department does not necessarily approve of the odd cut slopes that will become necessary due to this right-of-way change.

It is my belief that less chance of slides will be encountered with the wider right-of-way and by use of the flatter slopes.

Regarding construction of the above mentioned slopes, I am pleased to report that the rock inlay that was discussed with you December 13, 1960, has been approved and will be incorporated into the construction plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

cc: Jay Barbee
Frank Hall
Ed Morelock

NOTED
H. S. COX

NOTED
C. G SWENSON

December 20, 1960

Mr. William Griffith
Coos County Engineer
Coquille, Oregon

NOTED
Harold C. Ayers

Dear Mr. Griffith:

Enclosed are four revised option forms in quadruplet covering right-of-way to be acquired in connection with the South Fork Coquille River Bridge Section on FAS 251 in Coos County:

File #	Name	Area
31752-D	Walter Stull et ux	2.3 acres 0.5 "
31752-I	Charles W. Crook et ux	1.6 "
31752-J	Alvin A. Brimhall Jr.	1.1 "
31752-K	William G. Workman et ux	5.5 "

Also being forwarded under separate cover are two prints of revised right-of-way map #6B-36-9.

The suggested changes on this project, which I discussed with you at Coquille on December 13, 1960, have been passed on to the construction division and I have hopes they will be incorporated into the plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H.S. Cox
H. S. Cox
Assistant County and City Relations Engineer

HSC:mm
Encl.

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1960

SUBJECT: OPTIONS
Stringtown Road-Myrtle Point
Coquille-Myrtle Point Highway

To: Mr. C. G. Swenson
County & City Relations Engr.
OFFICE

Attached you will find 4 revised option forms in quadruplet covering right of way to be acquired in connection with Stringtown Road-Myrtle Point-Coquille-Myrtle Point County Road.

We are forwarding under separate cover 4 prints of map No. 6B-36-9 covering this area and bearing our date of December 16, 1960.

File No.	Name	Area	
31752-D	Walter Stull, et ux	2.3 Acres	P 1
		0.5 "	P 2
31752-I	Charles W. Crook, et ux	1.6 "	
31752-J	Alvin A. Brimhall, Jr.	1.1 "	
31752-K	William G. Workman, et ux	5.5 "	

EFS

EARL F. SALING
Right of Way Office Manager

AC:jm
encl. 4 Options

cc: Frank Morgan
Larry Holt

RECEIVED
DEC 2 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

Salem, Oregon
December 14, 1960

NOTED
C. G. SWENSON

FAS 251, Coos County

NOTED
Harold C. Ayers

Mr. Tom Edwards
Construction Engineer
OFFICE

NOTED
V. R. JONES

On Tuesday, December 13, 1960, I met with Mr. William Griffith, Coos County Engineer, and the following items were discussed regarding the Myrtle Point Section, FAS 251, Coos County.

"A" line (Stringtown Road Connection) to be changed in the following manner: Correction will be at P.U.C. station 21+00. P.C. of "A" line curve right at Station 0+65.77; 100' radius curve, central angle 44°49', tangent 41.23, length of curve 78.22, P.T. station 1+43.99. To be followed by a 10° curve left, central angle 21°21', tangent 108.14, length of curve 213.77, P.C. station 4+21.72, P.T. station 6+35.49. This alignment will run through the present dwelling of Mr. Leonard Boekelman, but Coos County is arranging to move this house. As the time limit of the job and right-of-way clearing are rather indefinite all work on Line "A" will be done by Coos County forces.

Coos County is experiencing a little difficulty regarding right-of-way in the vicinity of stations 26 to 28 on the left side of the road. This is brought about by fear of the owner that the new construction may cause a slide in this area with subsequent loss of his house. The house cannot be moved due to lack of property so it has been suggested that a rock inlay be made to stabilize this slope. This idea has been checked through the Division office in Roseburg and Mr. L. R. Chandler recommends an inlay 3 feet in depth. Approximately 700 cubic yards of rock would be needed for this item.

If the above items meet with your approval, they should be incorporated into the plans and specifications.

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

cc: R. L. Porter, attention Frank Hall
" " " " V. G. O'Neil

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
H. S. COX

October 31, 1960

Coos County Court
Courthouse
Coquille, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Enclosed are eight original option forms in quadruplet covering revised right-of-way to be acquired in connection with the Myrtle Point-Lampa Road section of the Coquille-Myrtle Point County Road, FAS 251, in Coos County. Also enclosed are three prints of map #6B-36-9 covering this same area.

Please return a signed or conformed copy of each option to this office so that we may inform our engineers of the conditions, if any, on each transaction.

The enclosed options are as follows:

File No.		Acres
31752-B	P. F. and Mary J. Bartlett	0.25
31752-D	Walter and Carolyn Stull	1.80 (Parcel 1)
		0.50 (" 2)
31752-E	Emelia E. Volkmar	0.20
31752-F	William F and Tissey Barkloa	0.60 (Parcel 1)
		0.03 (" 2)
31752-G	Leo A. and Dixie R. Clement	0.20
31752-I	Charles W. and Ida A. Crook	1.30
31752-K	William G. and Pansy L. Workman	5.50
31752-L	??	0.18

Options forms 31752-A, 31752-C, and 31752-H have not been revised and were sent you on or about August 16, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

FORM E-30 80M 2-60 26118

RECEIVED
NOV 1 - 1960
ENGINEER
COUNTY & CITY RELATIONS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
October 31, 1960

NOTED
H. S. COX

SUBJECT: Options
Stringtown Road-Myrtle Point
Coquille-Myrtle Point

To: Mr. C. G. Swenson
County & City Relations Engr.
OFFICE

NOTED
JOHN D. GRAHAM

This is to confirm that on this date we handed Mr. Graham 8 revised option forms in quadruplet covering right of way to be acquired in connection with Stringtown Road-Myrtle Point Section of the Coquille-Myrtle Point Highway in Coos County.

For your information we have enclosed a copy of the Request for Revision form.

We also handed Mr. Graham 4 prints of map No. 6B-36-9 covering this area and bearing our date of October 17, 1960.

File No.	Name	Area
31752-B	P. F. Bartlett, et ux	0.25 Acre
31752-D	Walter Stull, et ux	1.8 " P 1
		0.5 " P 2
31752-E	Emelia E. Volkmar	0.2 "
31752-F	William F. Barklow, et ux	0.6 " P 1
		0.03 " P 2
31752-G	Leo A. Clement, et ux	0.20 "
31752-I	Charles W. Crook, et ux	1.30 "
31752-K	William G. Workman, et ux	5.5 "
31752-L	?	0.18 "

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AC:jm
encls. Request for Revision form

cc: Frank Morgan
Larry Holt
~~Title~~

RECEIVED
NOV 2 - 1960
ENGINEER
COUNTY & CITY RELATIONS

Form [illegible]—10-[illegible]

OREGON STATE HIGHWAY DEPARTMENT
Construction Division

Option File Numbers 31752-D, 31752-E, 31752-F 31752-G 31752-K, 31752-L, 31752-I
6B-36-9

To Right of Way Checking Dept.

Request for Revision of:

R/W (X) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) Other

Request originated by Frank L. Hall Date 9-2-60

Request approved by D J Barber Date 9-2-60

Request canceled by Date

Section Stringtown Rd.-Myrtle Point

Highway Coquille-Myrtle Point Co. Rd.

Unit

County Coos

A revision in the original description of the parcel noted to be purchased is necessary because:

Alignment and length of Stringtown Road Connection revised to clear buildings.

Also reduction of right of way width between limits of overflow bridge.

ownership changes and area changes on 31752-L and [illegible]

area change on 31752-G

area in taking not previously covered in 31752-L

Files received by Checking Dept. Date OCT 20 1960

Description revised by Checking Dept. Date

Files returned to R/W Dept. Date

Copy to: R/W files
Edwards
~~Postes~~ Wright
Hall
Div. Engr. Morgan

State Printing [illegible]

Salem, Oregon
September 1, 1960

Mr. Tom Edwards
OFFICE

Property Ownership
South Fork Coquille River Bridge Section
Myrtle Point-Lampa Road
Coos County

Mr. Griffith, Coos County Engineer, called this morning and advised that there were some errors in ownership on the South Fork Coquille River Bridge Section, Myrtle Point-Lampa Road, FAS 251.

I asked Mr. Griffith to contact Mr. K. D. Limbocker, the location engineer on this project, and have him check all ownerships on this project and re-submit same.

Inasmuch as Coos County has already requested a narrowing to right-of-way between the limits of the overflow structure, it would appear that any option changes should be postponed until the corrected ownership data arrives from the field.

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Salem, Oregon
August 29, 1960

Mr. Tom Edwards
OFFICE

Approach to Stringtown Road
South Fork Coquille River Bridge Section
Myrtle Point-Lampa Road
Coos County

On August 22 I contacted Mr. William Griffith, County Engineer of Coos County, regarding approach from Springtown Road to FAS 251.

Plans from the field indicated a rather elaborate approach at this point, necessitating purchase of at least one private home. Coos County desires that the new approach follow the present road, and if there be any question as to Bureau participation, the County would be willing to finish this approach itself. After the main roadbed on FAS 251 is completed in this area, the old road must be removed so that the new overflow bridge may be operative. The logical place for this material to be placed would be on this approach as it would be the nearest available place of disposal.

Mr. Griffith also desires that the right-of-way between the limits of the overflow bridge be narrowed. FAS standards recommend 80' right-of-way as desirable. Present right-of-way width in this area is 140'.

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

NOTED
JOHN D. GRAHAM

NOTED
V. R JONES

NOTED
H. S. COX

August 16, 1960

NOTED
Harold C. Ayers

Coos County Court
Courthouse
Coquille, Oregon

Gentlemen:

Enclosed are ten original option forms in quadruplet covering right-of-way to be acquired in connection with the Stringtown Road-Myrtle Point section of the Coquille-Myrtle Point County Road, FAS 251, in Coos County. Also enclosed are four prints of map number 6B-36-9 covering this same area.

Please return a signed or conformed copy of each option to this office so that we may inform our engineers the conditions, if any, on each transaction.

The enclosed options are as follows:

	File No.			
o.k.	31752-A	J. W. and J. E. Bell	0.03 acre	
	31752-B	John Thomas and Josephine Root	0.25 acre	
o.k.	31752-C	James B. Barkdoll, et ux	0.6 "	
	31752-D	Walter Stull, et ux	2.5 "	(parcel 1)
			0.3 "	(parcel 2)
	31752-E	Emelia E. Volkmar	0.4 "	
	31752-F	William F. Barklow, et ux	0.6 "	(parcel 1)
			0.03 "	(parcel 2)
	31752-G	Leo A. Clement, et ux	0.15 "	
o.k.	31752-H	Daniel S. Barklow	0.4 "	
	31752-I	Wilfred E. Oakes, et ux	7.0 "	
	31752-J	Alvin A. Brimhall, Jr.	0.2 "	

Very truly yours,

W. C. Williams
State Highway Engineer

By

H S Cox
H. S. Cox
County and City Relations Assistant Engineer

HSC:mm
Encl.

FORM E-30 50M 2-60 26116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1960

SUBJECT: File No. 31752-Options
Stringtown Rd.-Myrtle Point
Coquille-Myrtle Point County Road

To: Mr. C. G. Swenson
County & City Relations Engr.
OFFICE

Attached you will find 10 original option forms in quadruplet covering right of way to be acquired in connection with Stringtown Road-Myrtle Point Section of the Coquille-Myrtle Point County Road in Coos County. No Statements of Information were furnished. This contract is scheduled for letting on September 27, 1960.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover 5 prints of map No. 6B-36-9 covering this area and bearing our date of August 4, 1960.

File No.	Name	Area
31752-A	J. W. and J. E. Bell	0.03 Acre
31752-B	John Thomas & Josephine Root	0.25 "
31752-C	James B. Barkdoll, et ux	0.6 "
31752-D	Walter Stull, et ux	2.5 " P 1
		0.3 " P 2
31752-E	Emelia E. Volkmar	0.4 "
31752-F	William F. Barklow, et ux	0.6 " P 1
		0.03 " P 2
31752-G	Leo A. Clement, et ux	0.15 "
31752-H	Daniel S. Barklow	0.4 "
31752-I	Wilfred E. Oakes, et ux	7.0 "
31752-J	Alvin A. Brimhall, Jr.	0.2 "

AC:jm
encl. 10 Options

cc: Frank Morgan

Larry Holt

RECEIVED
[illegible] 1960
ENGINEER
COUNTY & CITY RELATIONS

EFSaling
EARL F. SALING
Right of Way Office Manager

NOTED
H. S. COX

July 29, 1960

NOTED
Harold C. Ayers

W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. Ivan D. Merchant
Bridge Engineer

Re: South Fork Coquille River
Bridge No. 8859

Dear Sir:

At the request of Mr. Jones of the County City Relations department the matter referred to in your memo to Mr. Clarence Swenson dated July 26, 1960 has been discussed with the County Court of Coos County.

It is the desire of the Court that the sidewalk as shown on your drawing No. 8859A should be constructed. It is felt that the occasional use of the sidewalk coupled with the benefit of the additional sight distance would justify its construction.

Very truly yours,

Wm K Griffith
Wm. K. Griffith,
County Engineer & Roadmaster

WKG:mm
cc: County Court
Mr. Clarence Swenson ✓
County & City Relations Engineer

Copy to Merchant
8-1-60

RECEIVED
1960
COUNTY &

COPY

FORM E-30 EOM 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1960

SUBJECT: South Fork Coquille River
Bridge No. 8859

NOTED
H. S. COX

To:

Mr. Clarence Swenson
County and City Relations Engineer
OFFICE

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Attached please find three prints of Drawing Nos. 16014 and 8859-A covering details for a proposed structure over the South Fork Coquille River on Stringtown Road.

This structure is an overflow structure built across the flood plain of the South Fork Coquille River. A comprehensive field study of the hydraulics of this area was made by our research department. Their recommendation was that a minimum length of opening of 600' would be required to keep the backwater head above the crossing at or below the present elevation. At the present time the Stringtown Road is built as an overflow section and during high water is closed to traffic. On the basis of the hydraulic report a minimum structure of 600' in length has been provided.

As indicated on the attached print of Drawing No. 8859-A, a 3'6" sidewalk is indicated on the inside of the curve. This sidewalk was placed at the request of the County. However, there is a question on the advisability of placing a sidewalk on a bridge of this length as it is not thought that it would be used sufficiently to justify the additional cost. It is estimated that the sidewalk plus handrails will cost $13,000 more than a structure with 26-foot roadway without sidewalks. I do not believe there is sufficient traffic to warrant the placing of the sidewalk as there will be 1'6" safety curbs on each side for the occasional pedestrian to use as a safety curb.

Will you please talk over this matter with the County and clear the project with the County as soon as possible. Our estimate of cost for the 600' bridge with sidewalks as shown on Drawing No. 8859-A is $156,000, which figure includes 18% for engineering and contingencies.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm
Attached

COOS COUNTY 7-18-60
PROPOSED PROJECT

FAS 251, Stringtown Road-Coquille Section, $60,000 supplemental funds, 0.3 mile, grading and bridge.

This project was approved on January 1, 1960, by the Highway Commission for $140,000 which was the amount of remaining FAS funds available to Coos County at that time. The $60,000 of additional 1962 FAS funds will provide a total of $200,000 which is the presently estimated amount required for the project. The project was originally proposed for grading, surfacing, oiling, and the structure but the county has now decided to do the surfacing and oiling with its own forces.

Comm approved 8/18/60

60-f
7/18/60

NOTED
Harold C. Ayers

NOTED
H. S. COX

Salem, Oregon
July 6, 1960

Stringtown Road-Myrtle Point Section
FAS 251, Coos County

Mr. Tom Edwards
Construction Engineer
OFFICE

NOTED
[illegible]

The subject named project has been discussed with Coos County Engineer Griffith, and in order to stretch the county funds the county has decided to do the surfacing and oiling work itself. Consequently, items numbers 12, 13, 14, 15, 16, 17, 18, 19, and 20 should be eliminated from the field estimate.

This project will be programmed and advertised as soon as plans for the structure are completed and next year's federal funds become available.

H. S. Cox
Assistant County & City Relations Engineer

HSC:rm

cc: Frank Hall
V. G. O'Neil
Ivan Merchant

NOTED
R. JONE

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

LOCATION PROSPECTUS
STRINGTOWN ROAD-MYRTLE POINT SECTION
FAS 251 - COOS COUNTY

2-19-60

The following prospectus is submitted concerning the above-mentioned section of FAS 251, which is a county road on the Federal Aid Secondary System. The westerly terminus is at the junction of FAS 251 with Stringtown Road, which point is 0.3 mile westerly of Myrtle Point. The easterly terminus is at the west end of the Spruce Street Bridge over the South Fork of the Coquille River. The overall length of the project is 0.3 mile.

This will be a location survey to prepare plans, specifications, and estimates for reconstruction on a raised grade line along the existing alignment. There are no towns within the project limits.

Reconnaissance is not required. Routine soils investigation will be conducted. Special drainage studies will be required to determine grade elevation and overflow structure required. An economic analysis is not needed.

The existing (1958) ADT is 500 and the projected (1975) ADT is 800. Traffic warrants a Class "C" highway with a design speed corresponding to the maximum grade and curvature required for construction. The typical section will consist of a 22-foot traveled way with 4-foot shoulders, which roadway exceeds State and Federal standards. Curvature in excess of minimum standards may be necessary at the westerly end of the project in order to effect a suitable junction of FAS 251 and Stringtown Road.

Rise and fall and central angle will be determined by survey.

This will be an unlimited access facility with no interchanges or railroad crossings. The existing overflow bridge will require considerable lengthening due to raising the grade above flood level.

The tentative base design by G. L. Decker is:

Wearing Surface	1¼"	0-11 Oil Mat
Top Course, Base	2 "	3/4"-0 Crushed
Bottom Course, Base	15 "	Coarse Crushed
Total Depth	18¼"	

2/19/60

Material is available from local State-controlled or commercial sources. If feasible, it would be desirable to borrow material along FAS 251 northerly of the proposed project in such a manner that the excavated area would contribute to the eventual improvement of that section of road which is beyond the project limits. Further information concerning base and fill material may be obtained from the Coos County Engineer. County rock quarries in the general area are available for the project.

Final agreements with the county will be necessary.

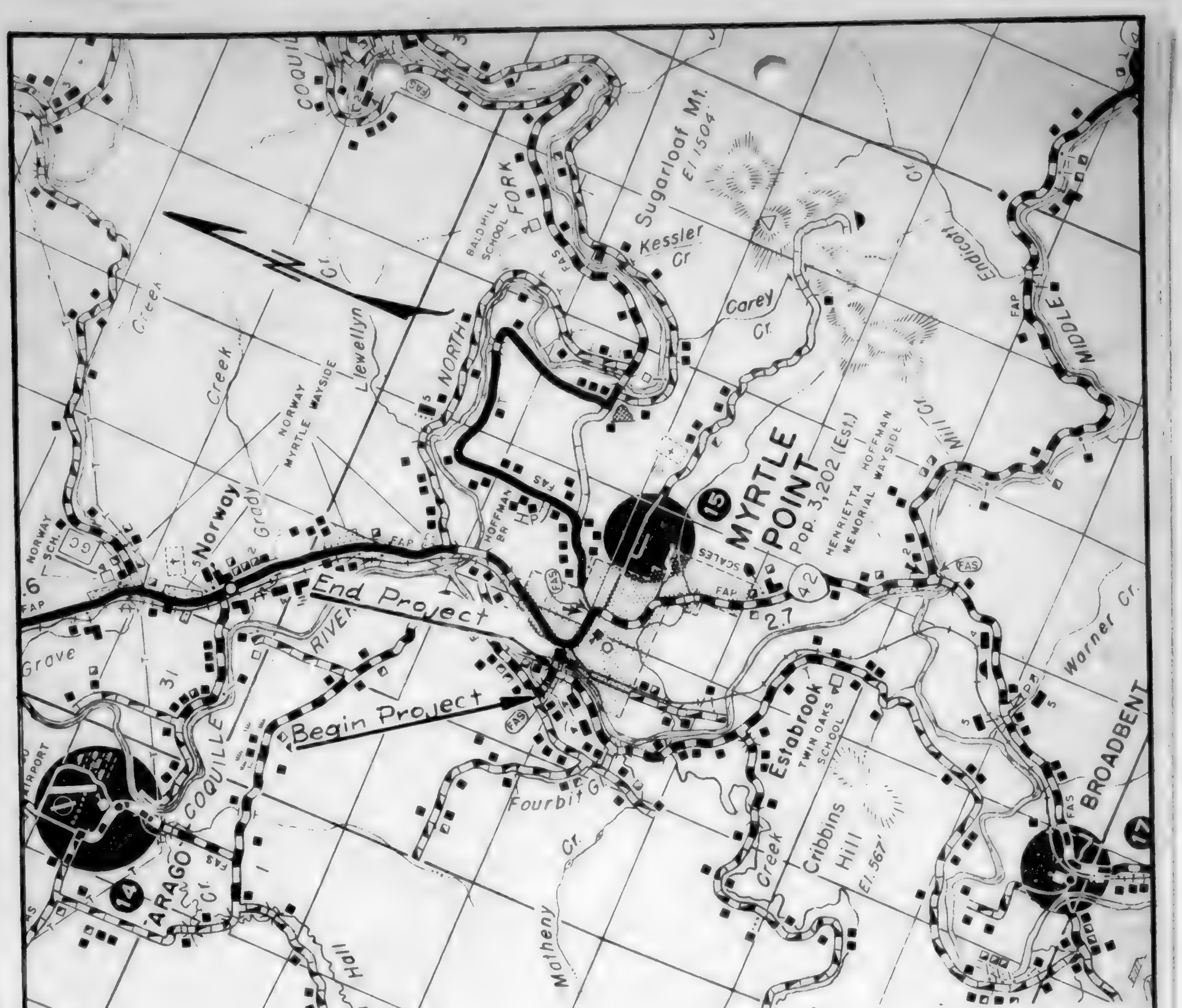
There are no State parks or roadside rest areas affected by this project.

February 19, 1960

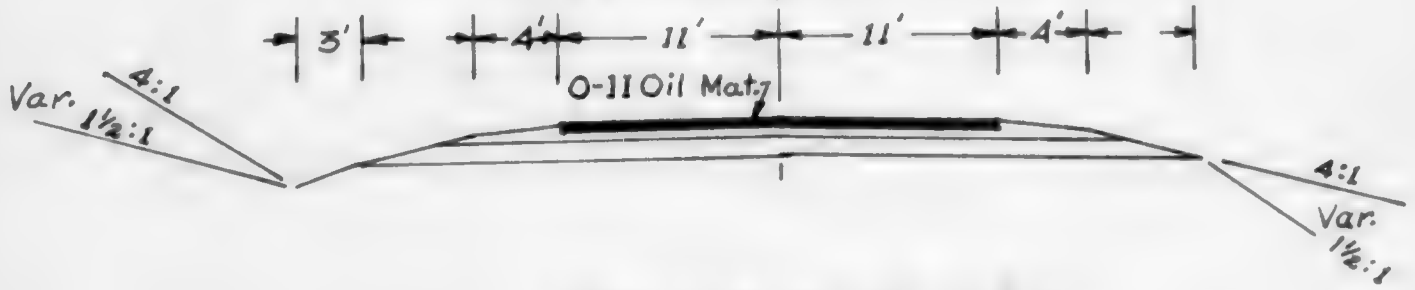
Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
F. D. Morgan (2)
K. D. Limbocker
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB 25 1960
COU



TYPICAL SECTION



PROSPECTUS MAP
STRINGTOWN RD.-MYRTLE POINT
F.A.S. 251 COOS COUNTY
1" = 1 Mi. 2-4-60

NOTED
V. R. JONES

NOTED
C. G. SWENSON

February 1, 1960

Coos County Court
Courthouse
Coquille, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

file

Gentlemen:

This is to advise you that the Highway Commission on January 28 approved the Coos County FAS projects on FAS 251 and 677 as described in the tabulation approved by you on January 8.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
January 7, 1960

Proposed County FAS Projects
Coos County

Mr. Frank Morgan
Division III Engineer
Roseburg

x Filed FAS 677

NOTED
[illegible]

Enclosed are three copies of a tabulation, with map attachments, describing projects proposed by Coos County on County FAS 251 and 677.

The project on FAS 677 will initially involve a survey for use by Coos County as a guide in performing the grading with county forces. FAS funds will be utilized for the base and wearing surface after the county has completed the grading. Survey data from previous highway department surveys (Chrome Plant-Beaver Slough and Seven Devils Road Connection) covering each end of the presently proposed section should be available from highway department records. The section from the end of the Seven Devils Road Connection project easterly to the North Bank Road should be located on the best available alignment with no regard for the existing road. The section along the North Bank Road will of necessity generally follow the existing road.

Mr. Williams, State Highway Engineer, has approved the procedure as outlined in the description of the proposed project on FAS 677 and both projects will be presented to the Highway Commission for approval at its January 28-29 meeting.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att: Tab. 1960-a

cc: Tom Edwards
Ivan Merchant
Vic Wolfe
G/ L. Decker

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold G. Ayers

January 6, 1960

NOTED
John F. Hagemann

Mr. Floyd Robb
Coos County Engineer
Coos County Highway Department
Coquille, Oregon

1960-a

Dear Floyd:

Attached are five copies of a tabulation describing proposed FAS projects on FAS 251 and 677 which is believed to be in accordance with my conversation with yourself and Commissioners Kruse and Barklow in December of last year.

Please note that the project on FAS 677 provides for the base and wearing surface to be constructed with FAS funds after the County has completed the grading. No FAS funds have been obligated at the present time for this project; however, at such time as the County completes the grading, the County would be expected to program required FAS funds as they become available.

Mr. W. C. Williams, State Highway Engineer, has indicated that he will recommend to the Highway Commission that it approve the projects as described in the attached tabulation. The end result of such approval will be that the Highway Department will make the survey on FAS 677 at no cost to the County and then make the survey data available to the County as a guide in performing the grading work. In the event the County should wish State engineering personnel to set slope and grade stakes for the County to grade to, the cost of setting these stakes would be charged to the County, as this would be considered construction engineering for County force work rather than preliminary engineering.

The project on FAS 251 would be a standard type FAS project and proceed in the normal manner.

It would be appreciated if you would present the enclosed tabulation to the County Court and see if it represents its thinking on this matter. If so, please have the Court sign and return one copy of the tabulation to this office.

Very truly yours,

John F. Hagemann
Ass't. County & City Relations Engineer

NOTED
JOHN D. GRAHAM

JFH:AM

FORM E-104—50M—2-59—18180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1960

SUBJECT: Survey orders

To: Mr. Tom Edwards

NOTED
C. G. SWENSON

NOTED
V. R. JONES

-Job. 1960-a ~~3~~

I am attaching hereto descriptions of two county projects in Coos County. Will you please issue the necessary survey orders and make the surveys for these projects. One of these is on FAS 251, Stringtown Road-Coquille Section, and the other on FAS 677, Beaver Lookout-Beaver Slough Section.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. C. G. Swenson

RECEIVED
JAN [illegible] 1960
[illegible] ENGINEER
[illegible] OPERATIONS

NOTED
JOHN D GRAHAM

PROPOSED PROJECTS
COOS COUNTY

FAS 251, Stringtown Road-Coquille Section, approximately 0.3 mile, $140,000. This section extends from the junction of FAS 251 with the Stringtown County Road approximately 0.3 mile west of Myrtle Point easterly to the west end of the Spruce Street Bridge over the South Fork Coquille River.

The proposed project is to grade by filling above flood water elevation, construct a bridge or bridges as required to handle overflow water during flood periods, place base material, and construct a type 0-11 oil mat wearing surface 22' wide with 4' shoulders. The structure width is to be 26'.

This section of road crosses an area which floods periodically, thus isolating the people residing in the area west of the South Fork Coquille River. When the road grade line is raised above flood water, considerably more structure length than the existing 73' P.T. Overflow Bridge will be required. Due to the necessity of maintaining a junction with the Stringtown County Road and the location of the overflow channel near this junction, very likely a horizontal curve in excess of minimum AASHO standards will be necessary at the west end of the project. If feasible, it would be desirable to borrow material along the existing road north of the proposed project in such a manner that the excavated area would contribute towards the eventual improvement of this section of road which is beyond the presently proposed project limits.

Mr. Floyd Robb, Coos County Engineer, should be consulted during the location and designing of the project. Also, Mr. Robb will furnish information as to available fill and base material sources. The county will make any or all of its rock quarries in the general area available for the project.

FAS 677, Beaver Lookout-Beaver Slough Section, approximately 3 miles. This section extends from the easterly end of the Seven Devils Road Connection, which is to be constructed by the state, near the Beaver Lookout, easterly and northerly to the west end of the Chrome Plant-Beaver Slough Section constructed in 1957 as a county FAS project.

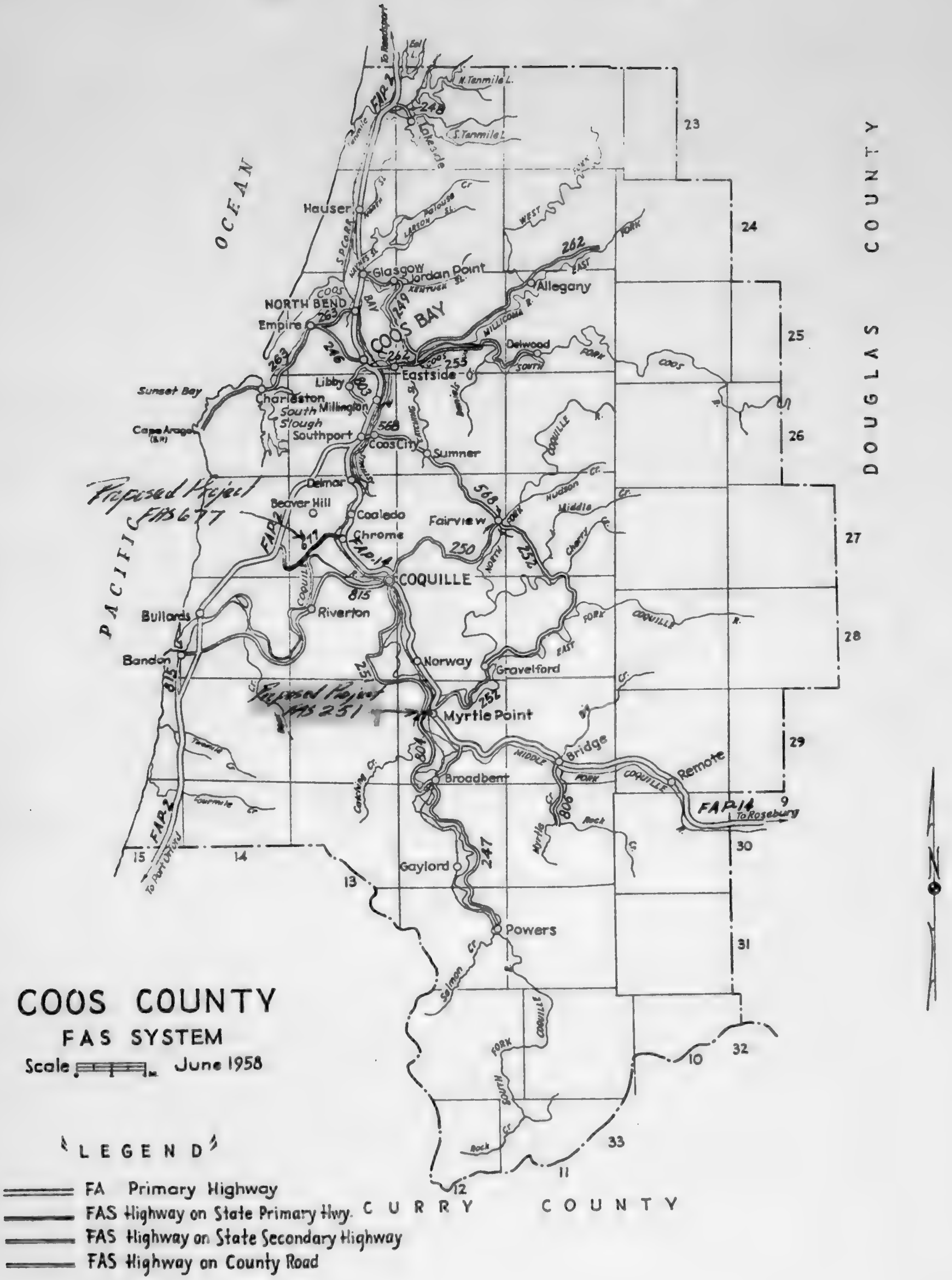
The project as proposed is for the county to perform the grading with county forces and for the base and wearing surface to be constructed as an FAS project. The design is to be based on a finished roadway width of 30' (two 11' traveled lanes with 4' shoulders).

The county plans to do the grading in accordance with our survey and design and would like to have the survey data as a guide at as early a date as possible. It is the county's intent to perform this grading during slack periods when its equipment and personnel is not occupied with routine maintenance and betterment work. As a result, the FAS project for the base and wearing surface will very likely not be contracted until at least 1961. For this reason no FAS funds have been ear-marked for this project at the present time; however, at such time as a completion date for the county force grading can be reasonably anticipated, FAS funds as required will be made available from Coos County's apportionment.

There has been considerable local demand for the reconstruction of FAS 677 to

Approved 1/28/60

modern standards to serve as a connection between the Coquille area and the new Oregon Coast Highway location. It is the opinion of the County Court that the above outlined procedure is the only method which would permit the county to accomplish this within the limits of funds which are now or will become available to the county for road construction.



Proposed Project FAS 677

Proposed Project FAS 251

COOS COUNTY

FAS SYSTEM

Scale June 1958

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Hwy.
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

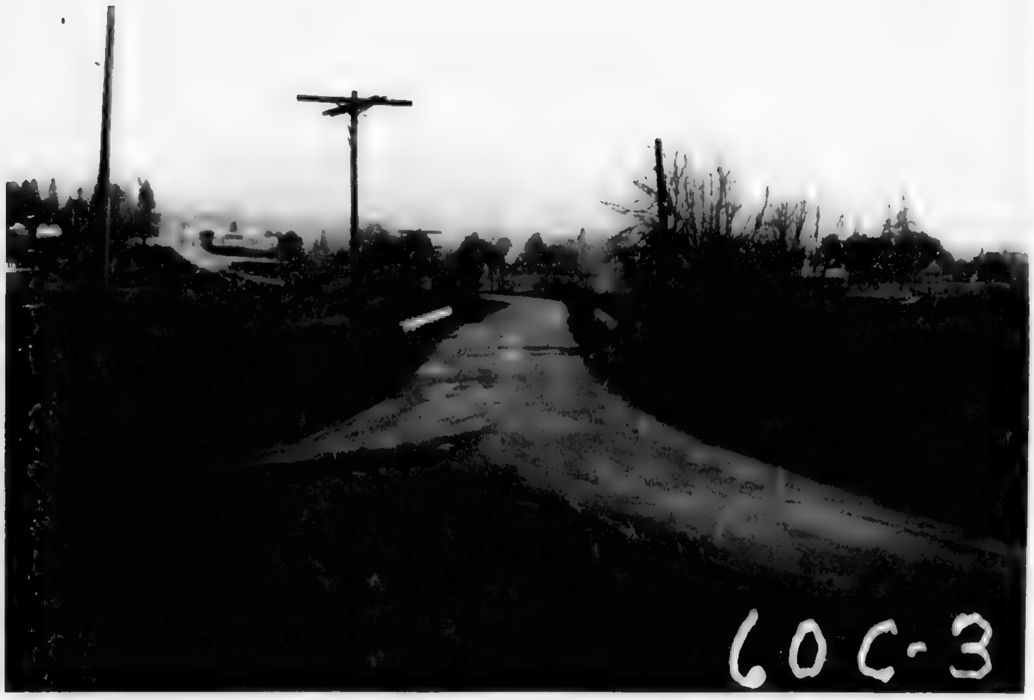
1-5-60

FAS 251 **County** Coos **Contract No.**

Section Stringtown Rd.

Location 60C-13 } Jct South of North Bend looking E

[illegible] looking E


60C-3

1/5/60

County of Coos

NOTED
C. G. SWENSON

Coquille, Oregon
January 4, 1960

Mr. C. G. Swenson
County and City Relations Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
V. R. JON

Dear Mr. Swenson:

This is to officially advise you that Coos County has decided to delay indefinitely the construction of the FAS Bridge project at Bridge, Oregon. Our decision has been brought about because of the incompletion of the plans at this time for re-routing Highway 42 at that point.

FAS 806
Job 58

FAS funds previously programmed for the above project may now be released for other projects; namely, the Spruce Street fill just east of the City of Myrtle Point.

It is our desire to have you proceed with plans for constructing a fill and trestle across the low area directly at the east end of the present Spruce Street Bridge in Myrtle Point, Oregon.

FAS 551
Job 60-a

Thank you very much for the refund of $2,870.26 on the Gravelford and $2,813.76 on the North Fork (Fairview) Bridges. We can use it.

FAS 252

Please accept the thanks of the Coos County Court for all of the cooperation and help which you, your assistant, Fred Hagemann, and the other members of your staff have been to us during the past year.

Drop in to see us when you can.

Very truly yours,

COOS COUNTY COURT

James W. Harrison
James W. Harrison
County Judge

Fred A. Kruse
Fred A. Kruse
Commissioner

Walter Barklow
Walter Barklow
Commissioner

RECEIVED
JAN [illegible] 0
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

[illegible] Floyd

S-173(4) Ruch-Little Applegate River Sec.
co. rd. SW Medford
#5236 1961

OREGON STATE HIGHWAY DEPARTM

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-7-62	CC 774		515-1036-297

RECEIVED
AUG - 8 1962
ENGINEER
COUNTY & CITY RELATIONS

Contract 5936
S-173 (4)

- Jackson County
- Medford, Oregon
- Attn: County Court

INVOICE NUMBER **75611**

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Original advance deposit		14,100.00	
Less amount previously transferred		11,200.00	$2,900.00
County share as per attached statement		11,703.07	
Less amount previously transferred		11,200.00	503.07
To be refunded			$2,396.93

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

Cash Rec'd
By ______________________________

A 150 (REVISED 7-60)

NOTED
DON HARWELL

NOTED
H. S. COX

August 2, 1962

Jackson County Court
Courthouse
Medford, Oregon

NOTED
Harold C. Ayers

NOTED
V R. JONES

NOTED
R. H. PRANGE

Gentlemen:

Final costs are now available for the Ruch-Little Applegate Section of FAS 559 covered by agreement dated May 26, 1961, as shown in the attached cost statement.

In accordance with this agreement, a refund of $2,396.93 is due the County on this project. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County & City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Att.

cc: Mr. Robert Carstensen

RECEIVED
JAN 16 1962
FOR FILING

[illegible]

January 5, 1962

Ruch-Little Applegate River
Contract No. 5936

FINAL COST ANALYSIS
Paving
Contractor: Rogue River Paving Co.
Resident Engineer: H.H. Patterson

Prefix No. 515-1086
Project No. S-173(4)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Mat'l in Shoulders	1,993	Cu.Yd.	3.00	2.91	5,802.16	5,979.00
Sprinkling	44	M-Gal.	5.00	3.64	160.16	220.00
Asphaltic Concrete Mixture	8,099.355	Ton	4.70	4.21	34,094.22	38,066.97
Asphalt in Mixture	409.20	Ton	35.20	34.95	14,301.74	14,403.84
Extra for Paving Approaches	30	Each	20.00	19.69	590.56	600.00
Force Account					346.98	346.98
					$55,295.82	$59,616.79

Gross Revenue	$ 59,616.79
Total Cost	55,295.82
Net Profit	$ 4,320.97

Net Profit equals 7.2% of Gross Revenue

NOTED

RECEIVED
1-9-62

DETAIL OF COST - Contract No. 5936

Labor:		
Labor	$ 5,291.72	
Labor Insurance	396.88	
Health and Welfare	223.41	
Pension	168.12	$ 6,080.13
Materials:		
Asphalt in Mixture Incl. Freight 409.2 Ton @ $34.20	13,994.64	13,994.64
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	5,602.00	
Equipment Rental, Hired fully operated	1,890.75	
Gas, Oil and Grease	822.18	
Propane Heat	1,967.57	
Bond	234.61	
P.U.C.	85.75	
P.L. and P.D. Insurance	150.00	
Move In, Freight and Cartage	2,121.74	
Small Tools and Miscellaneous Supplies	406.35	
Amt. Pd. M.C. Lininger for Crushing Aggreg. & 3/4"-0 Rock	20,774.84	
Home Office and General Overhead	1,165.26	35,221.05
TOTAL COST		$ 55,295.82

Remarks - Contract No. 5936

This was a "Federal Aid Secondary Project" calling for paving 2.81 miles of asphaltic concrete pavement on the Ruch-Little Applegate River Section of FAS Route #559 in Jackson County.

The contract was bid May 23, 1961, awarded June 5, 1961. Work started September 7th and the project completed October 19, 1961.

The 3/4"-0 shoulder material and the paving aggregate was crushed by M.C. Lininger & Sons, crushing contractors, who set up their crushing plant in a private gravel pit and began crushing operations September 21, 1961. This work was completed in approximately three weeks. The crushing contractor also crushed and placed the shoulder material.

The contractor moved in and set up his portable paving plant at the stockpile site and started mixing and laying Class "B" asphaltic concrete October 2, 1961, completing the paving October 12th. Good progress was made on the project.

The contractor, having good bid prices, good equipment and personal supervision, realized a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
NOV 22 1961
FOR FILING

5936

November 22, 1961

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 5936, for paving the Ruch-Little Applegate River Section of County Road FAS 559, Jackson County, was completed by the contractor, Rogue River Paving Company, on October 19, 1961 and was formally accepted by the Highway Commission on November 15, 1961.

Final payment in the amount of $1,778.09 will be released to the contractor on or after November 30, 1961. The total contract amount is $59,616.79, of which amount $346.98 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Rogue River Paving Co.
P. O. Box 942
Medford, Oregon

Form E-1—(Rev.)—

515-1086

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 28, 1961

Section Ruch-Little Applegate River

Highway FAS 559 County Jackson

Contractor Rogue River Paving Co.

Date of contract June 5, 1961

Date work started September 7, 1961

Project authorization $ 70,494.75

Exclusive of engineering $ 65,481.79

Kind of work Paving

Section prefix 515-1086

Contract number 5936

Specified work days 65

Work days used 60

Per cent of time elapsed 92 %

~~Estimated~~ cost of completed project, exclusive of engineering $ 59,616.52

Estimated per cent ~~overrun or~~ underrun 9.0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 5,012.96

Engineering cost to date $ 3,490.06, 69.6 %

Date project was completed October 19, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed.

Semi-final estimate was sent to the Division Office in Roseburg on Friday, October 27.

NOTED

CONSTRUCTION DIVISION
RECEIVED
OCT 30 1961
NOTED—

FINAL REPORT ON THIS PROJECT FROM THIS OFFICE.

Signed W. H. Patterson

Address 1071 Biddle Rd., Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.81			2.81
Miles partially completed					
Miles completed		2.81			2.81
Total estimated quantities (contract)		2,000			8,400
Total quantities corrected to date					
Estimated quantities moved or placed to date		1,993			8,099.355
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	cloudy		
Tuesday	cloudy		
Wednesday	cloudy		
Thursday	cloudy		
Friday	rain		
Saturday			

NOTED
H. S. COX

October 26, 1961

NOTED
Harold C. Ayers

Jackson County Court
Courthouse
Medford, Oregon

Project S-173(4)

NOTED
R. H. PRANGE

Gentlemen:

This is to advise you that work on the Ruch-Little Applegate River Section of FAS 559 in Jackson County was completed on October 20, 1961.

Under the terms of the agreement dated May 26, 1961, the County assumed maintenance and continued jurisdiction over the above project as of that date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V.R. Jones
V. R. Jones
County & City Relations Field Engineer

VRJ:ms

cc: Mr. Robert J. Carstensen,
County Engineer

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

FORM E-128-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
H. S. COX

October 25, 1961

NOTED
Harold C. Ayers

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

NOTED
R. H. PRANGE

Dear Sir:

This is to advise you that work was completed on October 20, 1961, on Contract No. 5936, Ruch-Little Applegate River Section, in Jackson County, in connection with Federal Aid Project No. S-173(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: H. S. Cox

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

County notified
10/26/61
V.J

RECEIVED
OCT 26 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
OCT . 1960
FOR FILING
[illegible]
5640

H

October 21, 1960

Western Surety Company
540 University Avenue
Palo Alto
California

Gentlemen:

State Highway contract #5640 for paving the Sams Valley Jct.-Modoc Road Section of Table Rock Road in Jackson County was completed by the contractor, Rogue River Paving Co., on August 5, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $2,305.22 will be released to the contractor on or after October 31, 1960. The total contract amount is $77,104.06, of which amount $263.37 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Western Surety Company
Robert C. McCracken Ins. Agency
P. O. Box 601
Eugene, Oregon

RECEIVED
SEP 29 1961

FORM CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: September 28, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

5931

C. G. Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project S-173(4), Ruch-Little Applegate River Section on FAS Route 559 - Contract No. 5936

Reference is made to Mr. Harra's letter of September 26, 1961 requesting our approval of a modification of the specified asphalt content of 4.5% to 4.0% in the asphaltic concrete pavement of the subject project.

The requested modification of the specifications is hereby approved on the basis of the reasons stated in Mr. Harra's letter.

copy to - [illegible] Paxson

RECEIVED
SEP 28 1961
[illegible]
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

copy to Harra

RECEIVED
SEP 27 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

[illegible]
5936

September 26, 1961

Subj: Ruch-Little Applegate River Project
F.A.S. 559; S-173-4
Contract 5936

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Preliminary asphaltic concrete mix design and tests on material produced for subject project indicate an optimum asphalt content of 4.3%. It is requested that permission be granted to change the lower limit of asphalt content from 4.5% indicated in the specifications to 4.0%.

Adherence to the presently specified limits will necessitate a job mix of 4.8% asphalt to allow for the ± 0.3% job tolerance. This quantity of asphalt will make the pavement subject to flushing under heavy log traffic.

The asphalt to be used in the project is indicated as a separate item in the contract. Therefor a reduction in quantity used will not be a financial advantage to the contractor.

Very truly yours,

G W Harra
G. W. HARRA
Engineer of Materials

c.c. Paxson

OAW:vs

NOTED
C. C. PAXSON

RECEIVED
SEP 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

7-18-61

Monthly Transaction No.

RECEIVED
JUL 21 1961
FOR FILING

Project Report No.

S-173(4)

5926

Form PR-2
(9-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State **Oregon**

County **Jackson**

Project No. **S-173(4)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Ruch to Little Applegate River

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-1-61	2.813
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 68,928	$ 43,400

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

~~Deputy~~ State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX C. G. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer July 18, 1961

USComm-DC 40257

July 17, 1961

Mr. C. G. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Ruch-Little Applegate River Section, Project No. S-173(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

RHC:bm

June 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for Buch-Little Applegate River Section, Project No. S-173(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-173(4)

RUCH-LITTLE APPLEGATE RIVER SECTION
OF FAS ROUTE 559 IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 14, 1961

Type Code 6201
Roadway (Sta. 0+50 to Sta. 148+00)(Contract 5936)

3/4" - 0 Material in Shoulders	2,000 cu.yds.	$ 3.00	$ 6,000.00
Sprinkling	50 M-gals.	5.00	250.00
Asphaltic Concrete Mixture	8,400 tons	4.70	39,480.00
Asphalt in Mixture	460 tons	35.20	16,192.00
Extra For Paving Approaches	32 only	20.00	640.00
			$62,562.00
Flagging (57½% of Contractor's Costs)	All Required		100.00
	Subtotal		$62,662.00
	10% Engr. & Cont.		6,266.00
	Total		$68,928.00

Length of Roadway - - - - - - - - - - - 2.813 Miles
Cost of Roadway Per Mile- - - - - - - $24,503.37

Federal Funds -	$43,400.00
State Funds -	12,764.00
County Funds- -	12,764.00
	$68,928.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH A. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUN 29 1961
FOR FILING

5936

June 28, 1961

Rogue River Paving Co.,
P. O. Box 942
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5936, awarded June 5, 1961, for paving the Ruch-Little Applegate River Section of FAS 559 in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
V. R. JONES

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/16/61	CC 690		515-1086-297

INVOICE NUMBER 70011

NOTED
C. G SW

Jackson County
Medford, Oregon

R. J. Carstensen
County Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
			$14,100.00
Advance Deposit			
Partial transfer county advance deposit for Ruch-Little Applegate River Section, FAS 599. Covered by agreement dated May 26, 1961.			11,200.00
To be retained			$ 2,900.00

ACKNOWLEDGMENT OF BILLING REQUEST
Received with Request $
By

RECEIVED
JUN 20 1961
ENGINEER
COUNTY & CITY RELATIONS

A 150 (REVISED 7-60)

NOTED
V. R. JONES

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

June 15, 1961

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

FAS 559

Dear Mr. Carstensen:

This is to advise you that construction of the Ruch-Little Applegate River Section has been awarded to the Rogue River Paving Company under Contract No. 5936.

Final costs are now available for the Emigrant Creek Bridge on FAS 277, covered by agreement dated October 9, 1959, and on the Sams Valley-Modoc Road Section of FAS 273, covered by agreement dated March 22, 1960. In accordance with these agreements and as shown in the attached cost statements, a refund of $236.37 is due the County on the Emigrant Creek Bridge and $847.96 is due on the Sams Valley-Modoc Road Section.

These refunds, totaling $1,084.33, have been retained and added to your check for $13,015.67 to be used as the advance deposit on the Ruch-Little Applegate River project.

Enclosed are a copy of the contract for your files and also another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Verne R. Jones
County & City Relations Field Engineer

VRJ:mm
Att.

NOTED
V. R. JONES

NOTED
H. S. COX

Salem, Oregon
June 8, 1961

Mr. R. L. Porter
Office Engineer
OFFICE

Advance Deposit
Ruch-Little Applegate River Section
FAS 559, Jackson County

NOTED
Harold C. Ayers

NOTED
C. G SWENSON

The required advance deposit has been received from Jackson County on the subject project. This project is now clear for award of a contract.

C. G. Swenson
County & City Relations Engineer

By

John D. Graham
Office Engineer

CGS:mm

NOTED

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

May 24, 1961

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

Dear Mr. Carstensen:

On May 23, a satisfactory bid was received from Rogue River Paving Company of Medford, Oregon, for construction of the Ruch-Little Applegate River Section of FAS 559. As per agreement between the county and state, the following advance deposit is required of the county prior to awarding of the contract:

The final refunds from the Sams Valley-Modoc Point and Emigrant Creek Bridge Sections, FAS 273 and 277, Contracts 5640 and 5540, are reflected in these computations.

Bid Items	$ 62,562.00
Anticipated Additional Item (Flagging)	100.00
Engineering & Contingencies (12-1/2%)	7,832.75
Estimated Total Cost	$ 70,494.75
County Advance Deposit	
20% of $70,494.75	~~$ 14,098.95~~ 14,100^{00}
Less Refunds Due on Contracts 5640 and 5540	- 1,084.33
REQUIRED CASH DEPOSIT.	~~$ 13,014.62~~ ~~or say $13,200~~ 13,015.67

Please make this advance deposit by means of a check in the amount of $13,200 payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

13,015^{67}
This amount rec'd
JDQ

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

Dep Rec'd 6/2/61
Pub. Notified 6/[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

70013

NOTED V. R. [illegible]

NOTED [illegible]

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-19-61	cc 685		515-1073-297

INVOICE NUMBER

NOTED [illegible] C. Ayers

NOTED C. G SWENSON

Jackson County
Medford, Oregon

Attn: R. J. Carstensen, Co. Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Original Advance Deposit		$17,300.00	
Less amount previously transferred		13,800.00	$3,500.00
County share cost as per attached statement		16,452.04	
Less amount previously transferred		13,800.00	2,652.04
To be retained			847.96

Fai 273
(Vouched 5640
F-103(5)

RECEIVED
JUN 30 1961
ENGINEER
COUNTY & CITY RELATIONS

A 150 (REVISED 7-60)

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 15, 1961

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

Dear Mr. Carstensen:

This is to advise you that construction of the Ruch-Little Applegate River Section has been awarded to the Rogue River Paving Company under Contract No. 5936.

File

Final costs are now available for the Emigrant Creek Bridge on FAS 277, covered by agreement dated October 9, 1959, and on the Sams Valley-Modoc Road Section of FAS 273, covered by agreement dated March 22, 1960. In accordance with these agreements and as shown in the attached cost statements, a refund of $236.37 is due the County on the Emigrant Creek Bridge and $847.96 is due on the Sams Valley-Modoc Road Section.

These refunds, totaling $1,084.33, have been retained and added to your check for $13,015.67 to be used as the advance deposit on the Ruch-Little Applegate River project. (FAS 559, Contract 5936)

Enclosed are a copy of the contract for your files and also another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Verne R Jones
Verne R. Jones
County & City Relations Field Engineer

VRJ:mm
Att.

RECEIVED
JUN 8 1961
FOR FILING
S-173(4)
4936

June 8, 1961

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing for the records and files of Jackson County a fully executed copy of an agreement between the State Highway Commission and Jackson County covering the Ruch-Little Applegate River Section of FAS 559 in Jackson County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMM.

rn
Enc.

RECEIVED
JUN 23 1961
FOR FILING

5 [illegible]

5956

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
June 8, 1961

FAS Project Agreement
Jackson County

Mr. C. G. Swenson
County & City Relations Engineer
Office

Attention: Mr. Robert H Prange
County & City Relations Field Engineer

Attached is a conformed copy of an agreement with Jackson County covering the Ruch-Little Applegate River Section of FAS 559 in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court.

Secretary

rn
Attach: 1

FORM E-30 80M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
5/15/61

To: Mr. P. M. Stephenson
OFFICE

SUBJECT: FAS Project Agreement
Jackson County

Attached are three copies of an agreement covering the Ruch-Little Applegate River Section of FAS 559 in Jackson County. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 7/7/60.

Robert H. Prange
Robert H. Prange
County & City Relations Field Engineer

RHP:mm
Att.

See 1st sheet of
agreement

NOTED
C. G SWENSON

May 3, 1961

NOTED
Harold C. Ayers

Jackson County Court
Courthouse
Medford, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Ruch-Little Applegate River Section of FAS 559.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $79,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than May 15.

It is presently planned to accept bids for this project on May 23, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

NOTED
JOHN D

HSC:mm
Encl.

NOTED
H. S. COX

NOTED
C. G. [illegible]

NOTED
V. R. JONES

NOTED
[illegible]

Salem, Oregon
3/9/61

Mr. R. L. Porter
Office Engineer

Ruch-Little Applegate River Section
FAS ~~599~~ 557, Jackson County

Attention: Mr. V. G. O'Neil

This office has been informed by the Jackson County Engineer that he will have the county portion of the subject project completed not later than June 1, 1961.

C. G. Swenson
County & City Relations Engineer

CGS:mm

NOTED
V. R JONES

MEMO TO J. W. NASH
3/6/61

FAS 559, JACKSON COUNTY

TERMINI: From junction with Medford-Provolt Highway #272 at Ruch, southerly 2.81 miles to Little Applegate River (Ruch-Little Applegate River Section).

PROPOSED WORK: Pave 2-lane 22' wide surface.

PROJECT LENGTH: 2.81 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$92,000	$55,200	$18,400	$18,400	(County)

EXISTING FACILITIES: The grading work, bottom base course, top base course, and binder course are to be constructed by the county. [illegible] Minimum width is to be not less than 30 feet wide and will be completed by June 1, 1961. Also, paving of approaches to scales (station 52+46 to 59+46) and construction of traffic separator between northbound traffic lane and scale approach is to be performed by the county. This work will be done to approved highway department standards. No substandard grade or alignment.

STRUCTURES: None. Little Applegate River Bridge immediately off south end of project, 110' long, 24' H.C., H-20 loading, R.C.D.G. constructed in 1955.

ADJACENT SECTIONS:
NORTH END: Medford-Provolt Hwy. #272, 18' bituminous wearing surface.
SOUTH END: FAS 559, 20' oil mat, 26' to 30' roadbed.

PROJECT DATA: Construct 22' wide A.C. paving with minimum of 4' shoulders. Paved approaches will also be constructed under this contract. A.C. paving will be placed over present roadbed that has been widened, surfaced, and binder coursed by Jackson County. Jackson County will also construct traffic separator and scale site approaches as noted under EXISTING FACILITIES. Jackson County will make available to contractor gravel from county controlled source 2.3 miles southeasterly (on Little Applegate River) if contractor so desires.

ROW:	60'
MINIMUM DESIGN STANDARDS:	No exceptions
RR XING:	None
ACCESS CONTROL:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 559 is a school bus and mail route and serves large ranches raising cattle, and hay. It also serves several dairies. Heavy log hauling.

HSC:mm

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
C. G. SWENSON

December 15, 1960

Mr. Robert Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

Re: FAS 559, Ruch-Little Applegate River Proj.
and FAS 287, Prospect-Butte Falls Section

Dear Mr. Carstensen:

I am enclosing the final base design for the Ruch-Little Applegate River Section as approved by the State Highway Construction Division. You will note that it calls for 3 inches more base material than the tentative design provided by the Soils Division of which I had previously notified you. I hope your construction work is proceeding satisfactorily as the project is now scheduled for letting next May.

Also enclosed is the base design for the Prospect-Butte Falls Section which might be included in your plans for future construction.

Very truly yours,

C. G. Swenson
County and City Relations Engineer

By

Verne R. Jones
Field Engineer

VRJ:mm
Encl.

NOTED
JOHN D. GRAHAM

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

NOTED
H. S. COX

October 7, 1960

Mr. V. R. Jones
County & City Relations Department
State Highway Department
Salem, Oregon

Dear Mr. Jones:

In regards to the matter of the request from the soils department that we place an additional 10" of base material on the Ruch-Little Applegate section of FAS 559 in Jackson County Oregon, I would like to have this reconsidered for the following reasons:

1. The existing road base was constructed in the 1930's and has not developed any major failures since that time even during the past 5 years when logging over this road has been very heavy.
2. It seems to be the nature of the soil in that area to be capable of supporting a stable roadbed.
3. The oil mat existing surface is many years old and has held up very well over most of the length that we plan to rework.
4. It is the intention of this department to rebase all portions of this section where there is any visible evidence of failure in the surface or existing base.
5. It is also the intention of this department to regrade and base certain sections of this road to improve the existing grade irregularities.
6. We also intend to scarify all of the existing surface and add such base material, either coarse or fine as will be required to bring the roadway section up to a standard of 22' pavement width with a minimum of 4' shoulder widths.

Soils Dept. has been contacted
10/10 V. J.

Mr. V. R. Jones
Salem, Oregon
October 7, 1960

We do not feel that some sections of this road will require the amount of additional rock specified by the soils department. We know that some sections of the road will require additional base material and will provide adequately for those sections.

We would appreciate any consideration that you are able to give us in this matter and would be able to go over this on the site with a representative of the soils department at their convenience.

Very truly yours,

Robert J Carstensen

Robert J. Carstensen
County Engineer

RJC:sc

PROPOSED PROJECT
JACKSON COUNTY

FAS 559, Ruch-Little Applegate River Section, 2.75 miles, paving, $80,000.

The proposed project is to construct an asphaltic concrete pavement 22' in width and place shoulder material 4' wide. The county will do the grading and place the base surfacing. The county wishes to have the paving contracted in the early spring of 1961.

Comm. approved
7. 7. 60

60-e
6/13/60

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 790
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

NOTED

RECEIVED
FEB [illegible] 1959

February 18, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Attention: Mr. John F. Hagemann
Asst. County & City Relations Engineer

Gentlemen:

In regard to the Table Rock project, we have not yet obtained the necessary rights-of-ways which we desire, and I do not know whether we will be able to get it into this year's work. It may be that we can get everything settled, and the necessary work to be done by the County, before next season's construction period. It may be, also, that we can include a half mile section of the road due east of Central Point. This oil surfacing is also checking and needs a new pavement. The sub grade is in very good condition.

FAS 559
Contract 5136

For other future jobs, the Applegate Road, from Ruch south to the junction with the Little Applegate Road, will be in need of widening and new pavement. Another stretch on the same Applegate Road through Section 33, Township 39 South, Range 3 West, should also be reconstructed. This last section is narrow and crooked and should be straightened out.

FAS [illegible]
Contract [illegible]

We also have a bridge on the Dead Indian Road, across Emigrant Creek, in Section 12, Township 39 South, Range 1 East. This should be a reinforced concrete girder type bridge. It may be that if we do not get the Table Rock straightened out before long, this last bridge project might be a good one to start, providing the Bridge Department can get out the plans in time to have the bridge completed before next winter. I have made some preliminary studies of this bridge project, and it would not take me too long to get out a vicinity map for your Bridge Department.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:ib

F-186(20) Cornell Rd.-Barnes Rd. Sec. 1961
Sunset Hwy.

5037

C & A 2659 10-2-63

(18A 2380

RECEIVED
JUN 12 1969
FOR FIL

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
R. L. PORTER

June 10, 1969

Cornell Rd. - Barnes Rd
F186(20)

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Proj. Nos. SU-433(3)
F-186(22)
F-186(20)
Cornell Rd.-Barnes
Rd. Section
Sunset Highway
Washington County

Dear Mr. Simpson:

Under the terms of an agreement dated May 22, 1961 and a supplemental agreement dated June 2, 1966, between the State Highway Department and Washington County, the State is to relinquish title to certain frontage roads and connections to the county road system which were necessary to buy and construct because of our project.

All of the other terms of the agreement have been complied with and we now request your concurrence in the terms of the relinquishment of title as shown in the present documents. Copies of the required documents and plans are enclosed.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

Encl.

JRO:DH
cc R. L. Porter
F. B. Klaboe
L. H. Young
D. J. Barbee
V. E. Skoog
G. E. Rohde
M. R. Mitchell

RECEIVED
JUN 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Monthly transaction number F° 182(-25/50)	For [illegible] COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-13-62	County **Washington**
		Project number **F-186(20)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 18**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project	$ **548,672.78**
Revised Federal funds	$ **344,151.41**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of JUL, 1964.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd D. Shea

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **A. W. Parsons**
Division Engineer

By: L R Backlund
L.R. BACKLUND, Administrative Manager
for A. W. Parsons, Division Engineer

USComm-DC 11170

July 3, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Cornell Road-Barnes Road Section, Project No. F-186(20).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

7-18-61

RECEIVED
JUL 21 1961
FOR FILING

Monthly Transaction No.	Form -2 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. F-186(20)	**FEDERAL-AID PROJECT AGREEMENT**	County **Washington**
		Project No **F-186(20)**

5937 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 26. 5 mi. W. to 2 mi. W. Multnomah Co. Line
(Cornell Road-Barnes Road Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**5-1-61**	**2.7**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **518,063**	Federal funds $ **326,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BY~~ **C. G. Polk**
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 18, 1961**

USComm-DC 40257

July 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Cornell Road-Barnes Road Section, Project No. F-186(20).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

RNC:bm

June 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Cornell Road-Barnes Road Section, Project No. F-186(20).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

Federal Aid
Project No. F-186(20)

Oregon State Highway Department

CORNELL ROAD-BARNES ROAD SECTION OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 20, 1961

Type Code 6201
Roadway (Sta. 3000+00 to Sta. 3155+00)(Contract 5937)

Clearing and Grubbing	All	Required	$	$ 7,500.00
Drainage Excavation, Unclassified	2,160	cu.yd.	2.25	4,860.00
Structural Excavation, Unclassified	34	cu.yd.	2.25	76.50
General Excavation, Unclassified	265,000	cu.yd.	0.42	1,113.00
Short Overhaul	907,000	yd.sta.	0.006	5,442.00
Long Overhaul	35,200	C-yd.sta.	0.50	17,600.00
Finishing Roadbed and Slopes	2.71	mile	500.00	1,355.00
Rounding Cutbanks	4,900	lin.ft.	0.15	735.00
12-inch Concrete Pipe	68	lin.ft.	2.38	161.84
15-inch Concrete Pipe	640	lin.ft.	4.15	2,656.00
18-inch Concrete Pipe	500	lin.ft.	4.67	2,335.00
24-inch Concrete Pipe	440	lin.ft.	6.48	2,851.20
30-inch Concrete Pipe	16	lin.ft.	9.60	153.60
36-inch Concrete Pipe	270	lin.ft.	11.10	2,997.00
18-inch Corrugated Metal Pipe	16	lin.ft.	4.76	76.16
8-inch Sewer Pipe	86	lin.ft.	1.27	109.22
12-inch Sewer Pipe	660	lin.ft.	2.15	1,419.00
15-inch Sewer Pipe	170	lin.ft.	2.75	467.50
18-inch Sewer Pipe	90	lin.ft.	3.30	297.00
Extra for Pipe Under Pavement	66	lin.ft.	3.80	250.80
Salvaging and Reinstalling Culvert Pipe	36	lin.ft.	2.30	82.80
15-inch Culvert End Sections	10	only	38.07	380.70
18-inch Culvert End Sections	6	only	44.26	265.56
24-inch Culvert End Sections	2	only	67.03	134.06
6-inch Perforated Metal Drain Pipe	230	lin.ft.	1.52	349.60
8-inch Perforated Metal Drain Pipe	280	lin.ft.	2.01	562.80
Special Backfill in Drains	44	cu.yd.	8.05	354.20
Concrete Manholes	3	only	230.00	690.00
Concrete Inlets, Type "G"	9	only	103.50	931.50
Concrete Inlets, Type "G-2"	3	only	115.00	345.00
Concrete Curbs	60	cu.yd.	56.35	3,381.00
Class "A" Concrete	220	cu.yd.	75.90	16,698.00
Metal Reinforcement	38,000	lb.	0.12	4,560.00
Salvaging and Reinstalling Guard Rail	660	lin.ft.	1.50	990.00
Metal Guard Rail	460	lin.ft.	2.65	1,219.00
Salvaging and Stockpiling Sight Posts	210	only	0.50	105.00
Guide Posts, Type W-1	150	only	5.70	855.00
Guide Posts, Type Y-2	54	only	6.60	356.40
Guide Posts, Type Y-3	2	only	7.10	14.20

Coarse Crushed Material in Base	84,200 ton	$2.00	$168,400.00
3/4" - 0 Material in Base	9,300 ton	2.00	18,600.00
Sprinkling	2,600 M-gal.	2.25	5,850.00
Preparation of Base	2.71 mile	150.00	406.50
3/4" - 0 Material in Binder Course	380 cu.yd.	4.00	1,520.00
MC-3 Asphalt	60 ton	40.00	2,400.00
Class "B" Asphaltic Concrete	11,300 ton	6.00	67,800.00
Extra for Paving Approaches	8 only	25.00	200.00
Asphaltic Concrete Traffic Markers, Type L	230 lin.ft.	0.75	172.50
Illumination Installation Removal, Complete	All Required		550.00
			$460,816.64
Flagging (57½% of Contractor's Cost)	All Required		6,000.00
Signing (Temporary)	All Required		500.00
Seeding and Mulching	All Required		3,600.00
Painted Traffic Markers	All Required		50.00
			$ 10,150.00
	Subtotal		$470,966.64
	10% Engr. & Cont.		47,096.36
	Total		$518,063.00

Length of Roadway - - - - - - - - - 2.708 Miles
Length of Roadway - - - - - - - - - 0.228 Mile (No Work)
Total Length- - - - - - - - - - - - 2.936 Miles
Cost of Roadway Per Mile- - - - - $191,308.34

Federal Funds -	$326,000.00
State Funds -	192,063.00
	$518,063.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Federal Aid
Project No. F-186(20)

Oregon State Highway Department

CORNELL ROAD-BARNES ROAD SECTION OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 25, 1961

Type Code 6201
Roadway (Sta. 3000+00 to Sta. 3155+00)

Clearing and Grubbing	All	Required		$ 20,000.00
Drainage Excavation, Unclassified	2,160	cu.yds.	$ 3.00	6,480.00
Structural Excavation, Unclassified	34	cu.yds.	5.00	170.00
General Excavation, Unclassified	265,000	cu.yds.	.32	84,800.00
Short Overhaul	907,000	yd.stas.	.01	9,070.00
Long Overhaul	35,200	C-yds.sta.	.35	12,320.00
Finishing Roadbed and Slopes	2.71	miles	1,200.00	3,252.00
Rounding Cutbanks	4,900	lin.ft.	.15	735.00
12-inch Concrete Pipe	68	lin.ft.	2.50	170.00
15-inch Concrete Pipe	640	lin.ft.	3.50	2,240.00
18-inch Concrete Pipe	500	lin.ft.	4.50	2,250.00
24-inch Concrete Pipe	440	lin.ft.	6.00	2,640.00
30-inch Concrete Pipe	16	lin.ft.	8.50	136.00
36-inch Concrete Pipe	270	lin.ft.	10.00	2,700.00
18-inch Corrugated Metal Pipe	16	lin.ft.	6.00	96.00
8-inch Sewer Pipe	86	lin.ft.	2.00	172.00
12-inch Sewer Pipe	660	lin.ft.	2.50	1,650.00
15-inch Sewer Pipe	170	lin.ft.	3.25	552.50
18-inch Sewer Pipe	90	lin.ft.	3.75	337.50
Extra for Pipe Under Pavement	66	lin.ft.	3.00	198.00
Salvaging and Reinstalling Culvert Pipe	36	lin.ft.	3.00	108.00
15-inch Culvert End Sections	10	only	40.00	400.00
18-inch Culvert End Sections	6	only	45.00	270.00
24-inch Culvert End Sections	2	only	65.00	130.00
6-inch Perforated Metal Drain Pipe	230	lin.ft.	2.00	460.00
8-inch Perforated Metal Drain Pipe	280	lin.ft.	2.50	700.00
Special Backfill in Drains	44	cu.yds.	6.00	264.00
Concrete Manholes	3	only	275.00	825.00
Concrete Inlets, Type "G"	9	only	90.00	810.00
Concrete Inlets, Type G-2	3	only	95.00	285.00
Concrete Curbs	60	cu.yds.	40.00	2,400.00
Class "A" Concrete	220	cu.yds.	50.00	11,000.00
Metal Reinforcement	38,000	lbs.	.14	5,320.00
Salvaging and Reinstalling Guard Rail	660	lin.ft.	1.50	990.00
Metal Guard Rail	460	lin.ft.	2.50	1,150.00
Salvaging and Stockpiling Sight Posts	210	only	1.50	315.00
Guide Posts, Type W-1	150	only	6.75	1,012.50

Guide Posts, Type Y-2	54 only	$ 7.50	$ 405.00
Guide Posts, Type Y-3	2 only	8.50	17.00
Coarse Crushed Material in Base	84,200 tons	1.90	159,980.00
3/4" - 0 Material in Base	9,300 tons	2.00	18,600.00
Sprinkling	2,600 M-gals.	3.00	7,800.00
Preparation of Base	2.71 miles	250.00	677.50
3/4" - 0 Material in Binder Course	380 cu.yds.	4.00	1,520.00
RC-3 Asphalt	60 tons	38.00	2,280.00
Class "B" Asphaltic Concrete	11,300 tons	6.50	73,450.00
Extra for Paving Approaches	8 only	30.00	240.00
Asphaltic Concrete Traffic Markers, Type L	230 lin.ft.	1.00	230.00
Illumination Installation Removal, Complete	All Required		500.00
			$442,108.00
Flagging (57½% of Contractor's Cost)	All Required		6,000.00
Signing (Temporary)	All Required		500.00
Seeding and Mulching	All Required		3,600.00
Painted Traffic Markers	All Required		50.00
			$ 10,150.00
	Subtotal		$452,258.00
	10% Engr. & Cont.		45,225.00
	Total		$497,483.00

Length of Roadway . . . . 2.708 miles
Length of Roadway . . . . 0.228 miles (No work)
Total Length . . . . 2.936 miles
Cost of Roadway per mile $183,708.64

Federal Funds	$308,000.00
State Funds	189,483.00
	$497,483.00

RECEIVED
MAR 4 - 1964

FOR [illegible]

5937

March 4, 1964

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

A post-final payment for $97.60 will be made to Erland & Blickle Co., assigned to M. A. Erland & Joseph Blickle, on contract #5937 for grading-paving the Cornell Road-Barnes Road Section of Sunset Highway in Washington County, as soon as the warrant is prepared.

The total amount paid on this contract will be $486,380.94, including the post-final payment. Of the total, $5,191.55 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

cc: Erland & Blickle Co.,
8265 North Borthwick Ave.,
Portland 11, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JAN 23 1964

FOR FILES
F-186 (2)

5937

January 22, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed October 16, 1963 on Contract No. 5937. The contract was with Erland & Blickle Company and was for grading and paving on the Cornell Road-Barnes Road Section of the Sunset Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 22, 1964, and that you concur in this procedure at the Commission meeting on January 30.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
JAN 20 1964
FOR FILING

F 12 (a)

9

Salem, Oregon
January 20, 1964

Acceptance of Contract

Mr. L. P. Shaw
Asst. State Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5737 with Erland & D'ickle Co. for grading and paving on the Cornell Road-Barnes Road Section of the Sunset Highway in Washington County, completed October 16,1963.

L. H. Young
Office Engineer

[illegible]:mb

cc: Floyd Query
C. E. Nelson
F. D. Morgan

RECEIVED
JAN 8 1964

FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F-186(20)

5937

December 31, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: AC Compaction
Cornell Road-Barnes Road Section

Dear Sir:

Attached hereto is a listing of AC cores with percentage of compaction obtained on subject project. Also listed are re-cores after re-rolling in areas where low compaction was obtained.

This project was constructed over a very wet subgrade which required special care in obtaining a firm foundation for our base rock and AC. The paving was completed in October with most of the work done during a period of low temperature with occasional showers.

Immediately upon ascertaining that the compaction was low, the contractor was requested to re-roll. You will note that the majority of the areas which were re-rolled that the increase in percentage of compaction was quite minor. We therefore instructed the contractor to cease re-rolling operations as it was determined that more damage was being done to the pavement than was being accomplished by the increase in compaction.

We considered it in the best interests of the State and the traveling public to open this section to traffic, so it was necessary for us to pave in this late season. As we feel that the contractor was not completely at fault due to weather conditions and as the results are borderline rather than complete failure, we request your approval of this project without penalty to the contractor.

Very truly yours,

F. D. Morgan
Construction Engineer

By

J. F. Putnam
Assistant Construction Engineer

Attach.

NOTED
R. L. PORTER

APPROVED DATE 1-7-64
A. W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads
By Title Dist Engr

Orig. Approved Copy
to Construction - 1-8-64

31 total 15 Bad

Form E-49

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET .... OF .... SHEETS

REPORTS ON COMPACTION OF ASPHALTIC CONCRETE

CORNELL ROAD - BARNES ROAD

ERLAND & BLICKLE, CONTRACTORS SUNSET HIGHWAY CONT. # 5937

ORIGINAL CORE					RECORE AFTER REROLLING					
LAB. SHEET NO.	STA.	% COMPACTION	TOP 1½"	BASE 2".	LAB. NO.	STA.	% COMP.	TOP 1½"	BASE 2"	ORIGINAL TEST CORRECTED BY REROLLING
612086	ER CURB 3146+00	92.9	✓							
612085	℄RO 3000+50	(90.3)	✓		614263	RT., OUT 3000+50	92.9	✓		✓
661970	ERO 3132	(90.0)	✓				?			
661969	ERO 3132	92.3		✓						
661890	EROO 3002	92.9		✓						
661889	ERO 3002	(90.8)	✓				? —			
658146	ERO 3035+50	(90.0)	✓		661895	ERO 3035+50	(90.9)	✓		
658145	ERO 3035+50	(90.7)		✓	661896	ERO 3035+50	(90.8)		✓	
658144	ERO 3013	92.2	✓							
658143	ERO 3013	93.4		✓						
658142	ELIO 2997	(90.3)	✓		661887	ELIO 2997	(90.3)	✓		
658141	ELIO 2997	93.9		✓	661888	ELIO 2997	92.8		✓	
656380	ELIO 3033	94.2		✓	661894	ELIO 3033	93.9		✓	
656379	ELIO 3033	(88.8)	✓		661893	ELIO 3033	(91.3)	✓		
656378	ERO 3025+50	(91.9)		✓	661892	ERO 3025+50	92.8		✓	✓
656377	ERO 3025+50	(87.1)	✓		661891	ERO 3025+50	(91.3)	✓		
656376	ELIO 3112+25	95.4		✓	661967	ELIO 3112+25	95.3		✓	
656375	ELIO 3112+25	(90.8)	✓		661968	ELIO 3112+25	92.4	✓		✓
656374	ERO 3111	92.3		✓	661965	ERO 3111+00	92.7		✓	
656373	ERO 3111	(88.8)	✓		661966	ERO 3111+00	(91.6)	✓		(✓)
613560	ER ACCEL. 3146+30	92.1	✓							
613559	ER ACCEL. 3146+30	94.2		✓						
613558	ELO 3141+50	93.5	✓							
613557	ELO 3141+50	93.5		✓						
613556	ELO 3149+50	(85.7)	✓				?			
613555	ELO 3149+50	(91.4)		✓		10/26 5/13	?			
% TESTS	TOP FAILURES = 10 BASE FAILURES = 3 TOTAL FAILURES = 13		14 (TOP)	12 (BASE)						

OUT OF ORIGINAL 26 TESTS,
TOTAL FAILING TESTS AFTER REROLLING = 10

(8 FAILURES ON 1½" TOP LIFT
2 FAILURES ON 2" BASE LIFT)

RECEIVED
DEC 23 1963

FOR FILING

December 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Cornell Road-Barnes Road Section of the Sunset Highway, Contract No. 5937, Project No. F-180(20) in Washington County, was completed November 27, 1963.

This work was authorized by Order for State Work No. 2 dated August 29, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
cc: J. W. Nash

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 21, 1963

Section Cornell Road - Barnes Road

Kind of work Grading & Paving

Highway Sunset County Washington

Section prefix 34 - 1024

Contractor Erland & Blickle Co.

Contract number 5937

Date of contract June 14, 1961

Specified work days 125 + 45 = 170

Date work started June 30, 1961

Work days used 170

Project authorization $529,949.97

Exclusive of engineering $492,264.64

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $496,193.42

Estimated per cent overrun ~~or underrun~~ 100.8 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $37,685.33

Engineering cost to date $45,000, 119.4 %

Date project was completed October 16, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office force worked four days on the semifinal estimate during the week. The estimate and all supporting data was delivered to the Division Office on Thursday, December 19, 1963.

!!!!! F*I*N*I !!!!!

DEC 23 1963

NOTED
JOHN R. OAKES

cc: BPR

Signed Paul E. Nelson
James W. Cochell

Address Paul E. Nelson, Beaverton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 1 1963
FOR FILING

[illegible]

[illegible]

October 31, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 - Supplemental, covering removal of additional mud and debris from private property on the Cornell Road-Barnes Road Section of the Sunset Highway in Washington County, Contract No. 5937, in connection with Federal-Aid Project No. F-186(20).

Additional excavating is necessary to complete the cleanup of mud washed over the retaining wall, resulting in the overrun of the original order.

The original order was approved by the BPR, June 20, 1963.

This supplemental order was verbally recommended for approval by the BPR Area Engineer, October 28, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

R[illegible]D
OCT [illegible]

FOR [illegible]

477 Cottage Street NE.
Salem, Oregon 97301

October 22, 1963

Original sign
M. E.
Dist

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division
Engineer

08-35.4-DA

Cornell Road - Barnes Road Section
Sunset Highway
Project F-186(20)
Guardrail Posts

We have reviewed the letter from Mr. C. T. Keasey, Assistant Division Engineer, regarding tests on guardrail posts used on subject project; hence we concur in your recommendation that the posts be accepted for use.

original To Young
10-29-63

NOTED
LLOYD P. SHAW

RECEIVED
OCT 23 1963
FOR FILING

October 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 16, 1963, on Contract No. 5937, Cornell Road-Barnes Road Section, in Washington County, in connection with Federal-Aid Project No. F-186(20).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date_______________

Conditions noted on above date:

A. W. Parsons
Division Engineer

cc: H. S. Cox

DBP:ia

RECEIVED
OCT 23 1963
FOR FILING

Salem, Oregon
October 22, 1963

Mr. F. D. Morgan
Construction Engineer

Office

This is to advise you that work was completed on October 16, 1963, on Contract No. 5937, Cornell Road-Barnes Road Section in Washington County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

Estimated date on which contractor will complete the removal of equipment and plant and the cleaning up of the site is October 25, 1963.

L. H. Young
Office Engineer

Date:____________________________

Construction Division
Office Endorsement

Conditions noted on above date:

Construction Engineer

DBP:ia

RECEIVED
OCT 30 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

F - 186(20)

5937

October 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Cornell Rd.-Barnes Rd. Section
Sunset Highway
Contract No. 5937

Dear Sir:

For your information we are attaching a self-explanatory letter from C. T. Keasey, Assistant Division Engineer, regarding tests on guardrail posts used on the above project.

We agree with Mr. Keasey's recommendation that the posts used on the project be accepted without penalty and ask your concurrence.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachment

cc: L. P. Shaw ✓
L. H. Young
A. E. Johnson

RECEIVED
OCT 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 3-63 49007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
October 16, 1963

SUBJECT: Cornell Rd.-Barnes Rd. Section
Sunset Highway
Contract No. 5937

To:
Mr. F. D. Morgan
Construction Engineer
Salem

Attention: G. L. Decker

Reference is made to our telephone conversation of last week regarding the failing tests on guard rail posts on the subject contract. As you may recall, the original test for beam strength performed on the sample post submitted by Ed Rief failed at 26,000 pounds where the specifications call for 30,000 pounds minimum. This sample post was submitted from the American Wood Preserving plant at the time the posts were shipped to the project.

Before the results on this test were received from the lab, the posts had all been installed on the job, since there was less than 1,000 feet of guard rail to be installed. When the lab report was received indicating the failing sample from the supplier, two posts were obtained from the field as check samples and submitted to the lab for testing. One of these posts attained a strength of 43,000 pounds before breaking. The other, however, broke at 28,750 pounds, failing to meet the 30,000 pound minimum.

As a recheck on the field samples, three more posts taken at random through the project were removed from the guard rail and submitted to the lab as a recheck on the failing field sample. These three posts were tested to 31,000 pounds, but were not broken. This is, however, in excess of the required minimum of 30,000 and seems to indicate that the posts substantially met the required specifications.

We, therefore, recommend that these posts be accepted for use on the project without penalty.

A. E. Johnson
Division Engineer

by

CT Keasey

C. T. Keasey
Assistant Division Engineer

CTK:fb
cc J. W. Cochell

CONSTRUCTION DIVISION
OCT 17 1963
NOTED— ☐ ☐ ☐ ☐ ☑

RECEIVED
DEC 4 - 1963

MISC. CONTRACTS and
AGREEMENTS No.

FOR FILING

[illegible]

5937

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1963

AGENDA
OCT 10 1963
22

To: Mr. Floyd Query
Secretary

Office

SUBJECT: Erland & Blickle Co.
Contract No. 5937
Cornell Road-Barnes Road Sec.
Sunset Highway

Herewith is a form of Assignment and Agreement to accomplish the transfer of all the rights and obligations of Erland & Blickle Co., an Oregon corporation, in the above named contract to M. A. Erland and Joseph Blickle. The latter named individual assumes the obligations under the contract and the surety agrees to accept the assignees as the principal under the bond.

Mr. Cooper advises that, inasmuch as the work under the contract has been substantially completed, there is no objection on his part to the assignment. The assignment is approved as to form by this office. By telephone Mr. Lindas has obtained the consent of the Commission to the assignment as prepared and authorization for you to execute the same on their behalf. I would suggest, however, that confirmation of this action be included as an item on the agenda at the next Commission meeting.

Within the day or tomorrow Mr. Dan Holman, attorney for the contractor, is to bring in signed copies of the assignment including the executed consent of the Surety. Upon receipt of the same it would appear to be in order for you to append the consent of the commission thereto and deliver it to Mr. Holman. A fully executed copy should be retained for your files.

G E Rohde
G. E. ROHDE
Assistant Counsel

GER:hg
Attach.
cc: Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe
Mr. C. H. Maison
Mr. Floyd Query

10-2 AM
Rohde came in with Joe Blickle and 4 copies of the assignment form. I signed 4 copies & gave 3 to Blickle who is to give 1 copy to the surety
(See Misc C&A 2659)
F.Q.

Fran,
Place on 10-10 agenda for Confirmation
F.Q.

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1963

SUBJECT:

To: Mr. L. I. Lindas
Chief Counsel
OFFICE

Frank Nash, attorney for Erland & Bickle, called me, this date, re the following matter.

Mr. Nash stated that Erland & Bickle were dissolving their partnership and were involved in a critical element of time.

In order not to become involved with the Bureau of Internal Revenue, it is imperative that they take certain steps immediately, one of which would be disposing of the Corporation's contract with the State Highway Commission. The contract to which I refer is on the Sunset Highway in Washington County and is, I believe, for all intent and purposes completed. What Mr. Nash wishes to do is have the Corporation's contract assigned to Mel Erland and Joe Bickle, individuals. This is a bit hard to explain by letter but I would like to accommodate them if possible.

As the time element is critical, will you please call Mr. Nash and take whatever action is necessary to assist in this matter.

If you need me in the act, let me know.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

RECEIVED
OCT 10 1963
FORM E-30 50M 5-62 [illegible]

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 2, 1963

SUBJECT: Complaint of Slough of Material onto Robert L. Freeman Property by Mr. Fred A. Anderson, Attorney at Law

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Salem

Reference is made to your letter of September 9, 1963 addressed to Mr. Fred A. Anderson, Attorney at Law, Tigard, in connection with the subject complaint.

This sloughing of material onto Mr. Freeman's property was in connection with the Cornell Road-Barnes Road section of the Sunset Highway, and this is to advise you that satisfactory clean-up has been performed by the contractor. Mr. Anderson was contacted in this regard by both myself and Mr. Cochell. No further action is believed necessary on this matter.

A E Johnson
A. E. Johnson
Division Engineer

AEJ/lh

cc: James Cochell

NOTED
LLOYD P. SHAW

RECEIVED
OCT 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1963
FOR FILING

[illegible]

5931

Salem, Oregon
September 24, 1963

Mr. L. I. Lindas
Chief Counsel
OFFICE

Frank Nash, attorney for Irland & Bickle, called me, this date, re the following matter.

Mr. Nash stated that Irland & Bickle were dissolving their partnership and were involved in a critical element of time.

In order not to become involved with the Bureau of Internal Revenue, it is imperative that they take certain steps immediately, one of which would be disposing of the Corporation's contract with the State Highway Commission. The contract to which I refer is on the Sunset Highway in Washington County and is, I believe, for all intent and purposes completed. What Mr. Nash wishes to do is have the Corporation's contract assigned to Hal Irland and Joe Bickle, individuals. This is a bit hard to explain by letter but I would like to accommodate them if possible.

As the time element is critical, will you please call Mr. Nash and take whatever action is necessary to assist in this matter.

If you need me in the act, let me know.

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

RECEIVED
SEP 24 1963

FOR FILING

F 1
5137

.AAM

MCE CON MIL 67 9-20-63 8:11A

F D MORGAN
I A DEFRANCE

CORNELL RD-BARNES RD SECTION, SUNSET HWY OPENED TO FULL 4-LANE DIVIDED FACILITY 3:10 PM THURSDAY, SEPT. 19.

C T KEASEY
LM
$,,--.

NOTED
LLOYD P. SHAW

RECEIVED
SEP 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1963
FOR FILING

5937

September 9, 1963

Mr. Fred A. Anderson
Attorney at Law
Post Office Box 6406
Tigard, Oregon 97223

Dear Mr. Anderson:

Reference is made to your letter of September 3 concerning a reported slough of material onto property of Mr. and Mrs. Robert L. Freeman at S. W. 131st Street, Beaverton.

We are asking Mr. A. E. Johnson, Division Engineer, to have some further investigation made at the field level. By a copy of this letter, I am requesting Mr. Johnson to contact you before and after the field work is done.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
A. E. Johnson
James Cochell

Mr. Johnson has this matter under control.
His letter to that effect has been received.

FREDERICK A. ANDERSON
ATTORNEY AT LAW
12035 S. W. PACIFIC HIGHWAY
P. O. BOX 6406, TIGARD, OREGON 97223
MErcury 9-1121

September 3, 1963

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Please handle and advise

Oregon State Highway Department
Salem 10
Oregon

Attention: Mr. R. L. Porter

Gentlemen:

I have Mr. Porter's letter of June 10 concerning the over-run of fill material onto the lands of my clients, Mr. and Mrs. Robert L. Freeman at 20 S. W. 131st Street, Beaverton, Oregon.

Subsequent to your letter, some remedial action was taken in this case; however, I am advised by Mr. Freeman that it was far from sufficient to overcome the total problem created by your contractors.

I wonder if you would be good enough to have your division engineer discuss the matter once more with Mr. Freeman, and that such further action as necessary be taken to overcome the entire problem to his reasonable satisfaction.

Very truly yours,

Fred. A. Anderson

FAA:dw

cc: Mr. Robert L. Freeman
20 S. W. 131st
Beaverton, Oregon

RECEIVED
SEP 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

1

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

RECORD OF OIL SPREAD

Ticket No. 2

Sunset Highway Date 7-6-63

Section [illegible] – [illegible]

From 2959+50 To 3015+50 (Station to Station or Mile Pt. to Mile Pt.)

Length of spread 2600 ft. Width of spread [illegible] ft.

Type of work AC Paving

Part of work Base [illegible] (Prime Coat, 1st Lift, Seal Coat, Etc.)

Distributor No. [illegible] Size of nozzle [illegible] (Fine or Coarse)

Oil pressure [illegible] Temp. [illegible] Speed [illegible]

Volume (gallon) Initial [illegible] Final 0 Net spread [illegible]

Brand of oil or asphalt Shell

Car No. Grade [illegible]

Actual square yards covered 6933

Actual average per square yard .3 gals.

Specified average per square yard .3 gals.

Remarks: Exact to [illegible]

Foreman

State Printing 97811

Form E-238—10M
State Printing

OREGON STATE HIGHWAY DEPARTMENT

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section [illegible] Report No. 55

Highway Sunset Date 9- 6-63

County Wash Job Prefix 34-1614 Contract No. 5937

Contractor [illegible] Quarry or Pit [illegible]

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits	
	Previous	This Date	Total	Station to Station	
[illegible]	[illegible]	[illegible]	[illegible]	Shoulders	
TOTALS					

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

[illegible], Inspector

Form E-238—10M
State Printing

OREGON STATE HIGHWAY DEPARTMENT

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section Cornell Barnes Report No. 54
Highway Sunset Date 9-4-63
County Wash Job Prefix 34-1024 Contract No. 5937
Contractor Erland & Blixer Quarry or Pit Cobb

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits	
	Previous	This Date	Total	Station to Station	
3/4-0	1052.99	55.40	1108.39	2982	2996
TOTALS					

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

Inspector

RECEIVED
SEP 5 1963

FOR FILING
[illegible]

5937

Form E-208—10M
State Printing

OREGON STATE HIGHWAY DEPARTMENT

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section [illegible] Report No. 53

Highway [illegible] Date 8-3[illegible]-63

County [illegible] Job Prefix [illegible] Contract No. 5937

Contractor [illegible] Quarry or Pit [illegible]

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits	
	Previous	This Date	Total	Station to Station	
	[illegible]				
3/4 - 0	+95	[illegible]	[illegible]	[illegible]	[illegible]
TOTALS					

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

[illegible], Inspector

Form E-9-20M-9-56

OREGON STATE HIGHWAY DEPARTMENT

RECORD OF OIL SPREAD

Ticket No. 1

[illegible] Highway Date 8-29 [illegible]

Section [illegible]

From 3011 To 313+450
(Station to Station or Mile Pt. to Mile Pt.)

Length of spread 8950 ft. Width of spread 24 ft.

Type of work AC. Paving

Part of work Binder Coat
(Prime Coat, 1st Lift, Seal Coat, Etc.)

Distributor No. 10 Size of nozzle [illegible]
(Fine or Coarse)

Oil pressure [illegible] Temp. 240 Speed [illegible]

Volume (gallon) Initial [illegible] Final [illegible] Net spread 7000

Brand of oil or asphalt [illegible]

Car No. Grade RC-2

Actual square yards covered [illegible]

Actual average per square yard [illegible] gals.

Specified average per square yard [illegible] gals.

Remarks: [illegible]
8950' travel lanes + [illegible]
King [illegible]
[illegible]

Lee [illegible]
Insp
Foreman

State Printing 97814

Form E-238—10M
State Printing

OREGON STATE HIGHWAY DEPARTMENT

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section [illegible] Report No. 52

Highway [illegible] Date 8-2[illegible]-3[illegible]

County [illegible] Job Prefix [illegible] Contract No. [illegible]

Contractor E & B Quarry or Pit [illegible]

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits	
	Previous	This Date	Total	Station to Station	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
TOTALS					

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

[illegible], Inspector

Form E-230—10M
State Printing

OREGON STATE HIGHWAY DEPARTMENT

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section ~~Erland & Blickle~~ Cornell-Paines Report No. 57

Highway [illegible] Date 8-15-63

County [illegible] Job Prefix [illegible] Contract No. 1237

Contractor Erland & Blickle Quarry or Pit [illegible]

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits	
	Previous	This Date	Total	Station to Station	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
TOTALS					

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

[illegible], Inspector

Form E-236—10M
State Printing

OREGON STATE HIGHWAY DEPARTMENT

Daily Progress Report

SURFACING AND OTHER ROCK CRUSHING JOBS

Section Cornell - Barnes Report No. 50

Highway Sunset Date 8-27-63

County Wash Job Prefix 34-1090 Contract No. 5937

Contractor [illegible] Quarry or Pit Cobbs

Kind and Grade of Material	Cubic Yards			Location of Today's Deposits	
	Previous	This Date	Total	Station to Station	
3/4"-0	[illegible]	—			
	7921.24				
[illegible]	~~[illegible]~~	1176.6	8977.84	3020	3025
				3015	3030
				3015	3000
TOTALS					

Show separately the quantities of each kind and grade of material. Make a separate series of reports for each quarry or pit. Send original copy to Salem office and duplicate copy to Division Engineer.

[illegible], Inspector

RECEIVED
AUG 8 - 1963

FOR FILING

5937

August 7, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5, covering furnishing embankment material on the Cornell Road - Barnes Road Section of the Sunset Highway in Washington County, Contract No. 5937 in connection with Federal-Aid Project No. F-186(20).

It is necessary to borrow approximately 1,000 cubic yards of material to finish the fill on the east bound lane. The original plan was to use the material from the crossover, but this cannot be done until the fill is completed. The material from the crossover is to be excavated and wasted along the project embankments.

This work was verbally approved by the BPR Assistant Division and District Engineers and the Field authorized to proceed August 1, 1963, as an emergency measure to expedite construction. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By JAH
L. H. Young
Office Engineer

Enc.

RECEIVED
AUG 1 - 1963

FOR FILING

[illegible]

5937

July 30, 1963

Castles, Musick, Thompson & Adams
Law Offices
425 N. W. Canyon Road
Beaverton, Oregon 97005

Attention: Mr. Rodney C. Adams

Gentlemen:

This is in reply to your letter of July 29 addressed to Mr. Floyd Query, Secretary of the Oregon State Highway Commission.

As requested, we are attaching a copy of the Erland and Blickle Company Contract No. 5937 for grading and paving Cornell Road-Barnes Road Section of the Sunset Highway in Washington County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkn

Att.

LAW OFFICES OF
CASTLES, MUSICK, THOMPSON & ADAMS
425 N. W. CANYON ROAD
BEAVERTON, OREGON 97005
MITCHELL 4-2146

JAMES B. CASTLES
ALBERT R. MUSICK
ROBERT E. THOMPSON
RODNEY C. ADAMS

July 29, 1963

Oregon State Highway Department
Salem
Oregon

Attention: Mr. Floyd Query, Secretary

Dear Mr. Query: #5937

This is a formal request upon your office to provide us with a copy of the contract between the Oregon State Highway Department and Erland & Blickle Co. for the construction of the Sunset Highway conducted by Erland & Blickle in the summer of 1962.

We represent a claimant against Erland & Blickle and it appears that some of the terms of our controversy will hinge upon your contract with Erland & Blickle. Will you please provide us with a copy of the contract if it is possible.

Very truly yours,

CASTLES, MUSICK, THOMPSON & ADAMS

Rodney C Adams
Rodney C. Adams

f

RECEIVED
JUL 30 196
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 24 1963
FOR FILING

4937

June 24, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4, covering removal of mud and debris from private property on the Cornell Road-Barnes Road Section of the Sunset Highway in Washington County, Contract No. 5937 in connection with Federal-Aid Project No. F-186(20).

It is necessary to remove mud and debris that washed over the retaining wall on to private property during the winter.

This work was verbally recommended for approval by the BPR Area Engineer June 20, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JUN 10 1963
FOR FILING

F 186 (30)

5937

June 10, 1963

Mr. Frederick A. Anderson
Attorney at Law
Post Office Box 6406
Tigard, Oregon

Dear Mr. Anderson:

Reference is made to your letter of May 24 relative to the Robert L. Freeman property at 20 S. W. 131st Street, Beaverton, Oregon.

Investigation indicates that fill material placed by the State's contractors did, during the past winter, sluff onto the property of Mr. and Mrs. Freeman. We further find that Mr. Freeman discussed the matter with Resident Engineer James Cochell. Due to a misunderstanding, Mr. Freeman is under the impression that it was suggested he take the matter up with the contractors. In fact, Mr. Cochell told Mr. Freeman that he (Mr. Cochell) would handle the matter with the contractors as soon as work was resumed in the spring and the necessary steps would be taken to see that the Freeman property was restored to its original status.

We regret that a misunderstanding developed but assure you that this Department will do its best to resolve the matter to Mr. Freeman's satisfaction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. Lloyd Shaw
Mr. Victor D. Wolfe
Mr. James Cochell
VDW:hlb ms

FREDERICK A. ANDERSON
ATTORNEY AT LAW
12035 S. W. PACIFIC HIGHWAY
P. O. BOX 6406, TIGARD, OREGON
MErcury 9-1121

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Be sure this is acknowledged

REFERRED TO
Forrest Cooper
BY SECRETARY

May 24, 1963

Oregon State Highway Department
Salem
Oregon

Gentlemen:

I represent Mr. Robert L. Freeman and his wife, Doris, who own property at 20 S. W. 131st Street, Beaverton, Oregon, abutting upon the south boundary of the so-called Sunset Highway, and whose ownership there has continued for many years past.

It is my understanding that your contractors, Erland & Bickle Co., have been and now are engaged in expanding the traffic lanes, involving the deposit of additional fill within the right-of-way adjacent to my clients' property. This additional filling during the last winter and spring has eroded beyond the boundary of your right-of-way onto the lands of my clients, not only causing a serious encroachment thereon, but as well changing the drainage characteristics and interfering with the use and enjoyment of their property.

Porter

I am informed by Mr. Freeman that he discussed this matter briefly with your resident engineer some several months ago, and it was then suggested that he take the matter up with your contractors. This procedure, to my mind, is not proper, as your department unquestionably is in a position to control the contractor in his work, and as I understand Section 105.755, O.R.S., not only is my client damaged by grade change, but has sustained other injury by way of reduction in value of their premises. We are primarily interested in correction of this problem, rather than damages, and I invite your cooperation toward that end, recognizing that we must have the matter settled within a limited time.

Very truly yours,

Fred. A. Anderson

FAA:dw

RECEIVED
MAY 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 6 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

E-1[illegible] ([illegible])

1937 —

March 25, 1963

Mr. J. Le Roy Sinner
President, Village Shops, Inc.
Sunset Square Building
301 N. W. Murray Road
Portland 10, Oregon

Dear Mr. Sinner:

On March 1 I turned over your letter of February 26 to Mr. Porter, Deputy Highway Engineer, who in turn asked Mr. Lloyd Shaw, Assistant Highway Engineer in charge of the Construction Division, to look further into your complaint.

Today I am in receipt of a memo to the file written by Mr. Shaw indicating that on March 14 you met with him and other engineers from our Department and that a procedure was worked out whereby traffic from the Sunset Highway will have more ready egress to your shopping center during the coming construction season. It is my further understanding that you expressed agreement with the proposed plan. I trust that this will work out satisfactorily.

Very truly yours,

R. B. Sipprell
Liaison Engineer

RBS:cl

cc - Senator Walter Pearson

bcc - Forrest Cooper
R. L. Porter
Lloyd Shaw

NOTED
FORREST COOPER

RECEIVED
MAR 2 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 25 1963

FOR FILING 11-61 40230

[illegible]

5927

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1963

SUBJECT:

To: MEMO TO THE FILE

A. E. Johnson, J. W. Cochell, and Lloyd P. Shaw met with the owner of the shopping center at Murray Road and Sunset Highway at 4:00 p. m., March 14, 1963, in the administrative office of the shopping center.

This development was originally controlled by Mr. Triplett, of the Columbia and Big "C" market system. It appears that the present owner, Mr. Sinner, purchased this development from the Big "C" chain and shortly after assuming management thereof, was involved with an adverse traffic situation, which he states, has decreased the patronage of the shopping center by more than one half. The traffic pattern to which he objected last season and which he was afraid might recur this season, arose from stage construction of four lanes from Cornelius Pass Interchange to Cedar Hills Boulevard. Eastbound traffic to the shopping center was forced to make an unprotected left turn into the westbound exit ramp; a maneuver which was both out of the direction and hazardous.

Mr. Johnson, Mr. Shaw, and Mr. Cochell worked out a traffic pattern for this year's construction which will make unnecessary any repetition of the previous year's difficulty. Mr. Sinner expressed satisfaction with the plan proposed and stated that he was very happy he was accorded this much attention.

The proposed plan for this season will be to retain the present eastbound leg of the "Y" which forms the four-lane pattern through the Murray Road Interchange. By so doing, access to Murray Road can be made through the normal interchange legs, and the crossover roadway (eastbound leg of the "Y") will be taken out after completion of the eastbound lanes. There is a possibility that a small amount of extra work will be entailed in this removal.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
A. E. Johnson
J. W. Cochell

1071

RECEIVED
MAR. 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

.C
ACG MIL 9 3-4-63 9:50AM

LLOYD SHAW

HAVE DATE WITH MR SINNER, MURRAY ROAD SHOPPING CENTER FOR 4:00 PM TUESDAY, MARCH 12TH.

A E JOHNSON
GP
-:.

changed To Thursday - 14th

FORM E-30 80M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1963

SUBJECT:

To:

Mr. R. L. Porter
Deputy State Highway Engineer
Department

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

In view of the rather strong language in the attached letter from J. L. Roy Sinner, plus the fact that this situation has political overtones because of his apparently close tie to Senator Walter Pearson, I am referring this letter on in to you for whatever action you or Mr. Cooper think should be taken. The previous file of correspondence with Mr. Sinner on this subject is in the files of the Utility Permit Engineer. However, we will obtain it for you if you would like to see it.

R. B. Sipprell
Liaison Engineer

RBS:cl
Attachment

RECEIVED
MAR 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

VILLAGE SHOPS, INC.

SUNSET SQUARE BUILDING
301 N. W. MURRAY ROAD
PORTLAND 10, OREGON

J. L. ROY SINNER
PRESIDENT
PHONE MI. 4-6902

February 26, 1963

RECEIVED
MAR 1 1963
OFFICE OF
LIAISON ENGINEER

Mr. Ralph Sipprell
State Highway Commission
Salem, Oregon

Dear Mr. Sipprell:

I trust you will remember my visit to your office concerning the dilemma created by the Highway Department and the contractor who has been widening the Sunset Highway in the vicinity of Murray Road in Portland. I am deeply concerned regarding this same situation as the contractor will now go into his third summer of disrupting the traffic pattern in the vicinity of my shopping center, and, in the past, there has been seemingly no concern shown nor any effort made to ease the hardship created by this situation.

You will probably recall my complaints and undoubtedly still have on file my letters in which I call to your attention the dangerous situation created in the temporary exit from Sunset Highway to Murray Road. It wasn't, however, until a woman was killed at the spot which I warned about that any effort was made to give some attention and cooperation to the businesses located in my shopping center. I fear that the Highway Department's efforts were prompted by the possibility of very damaging newspaper publicity, together with the possibility of a damage suit on the part of the husband of the dead woman. But I would also like to point out the fact that the negligent and indifferent actions of the contractor and the Department directly caused at least one small business in the center to go bankrupt, and the individuals, man and wife, lost their life savings in the venture. Further, all of the other businesses in the center have been placed in financial jeopardy due to the fact that there was no access from the Sunset Highway to the shopping center for at least three months.

With construction work on the highway starting again and after the struggle this property has endured at the hands of the Highway Department from the time the Murray Road overpass was first constructed, I hope the Highway Department will this time show some concern for the welfare of the businessmen and taxpayers in its wake.

Very truly yours,

VILLAGE SHOPS

J. Roy Sinner

J. L. Roy Sinner
President

JLS/as

Copy: Senator Walter Pearson

NOTED
R. B. SIPPRELL

Form 8

VEHICLE ACCIDENT REPORT

☒ Fatal ☐ Non-fatal

OREGON STATE POLICE

County Washington

Date Oct. 20, 1962

Location Highway 26 mile post 66.4

Date 10-20-62 Time 8:50 PM

Vehicle No. 1—

Make	Type	License	Direction of Travel	Stated Speed
1956 Olds	four door	4L 1922	east	50 M.P.H.

Name and Address of Operator	Age	Operators License
WILLIAMS, JACK WARD, Box 263 Manzanita, Oregon.	28 yrs.	410248

Name and Address of Owner: Registered to same.

Vehicle No. 2—

Make	Type	License	Direction of Travel	Stated Speed
1961 Ford Falcon	four door	2Y 4085	east	45 to 55 M.P.H.

Name and Address of Operator	Age	Operators License
(I)WELLS, CHARLES ELIAS, 13520 SW Todd, Beaverton, Oregon	52 yrs.	205226

Name and Address of Owner: Railway Express Agency Inc., 700 NW 5th Ave., Portland, Oregon

Vehicle No. 3—

Make	Type	License	Direction of Travel	Stated Speed

Name and Address of Operator	Age	Operators License

Name and Address of Owner:

Pedestrian None

Name and Address — Age

Passengers

Name and Address	In Vehicle	Age
(K)WELLS, HELEN AGNESS, 13520 SW Todd, Beaverton, Oregon	Veh. #2	51 yrs.

None

WITNESSES

Name and Address

NARRATIVE

Writer came upon the accident scene at 9:00 PM while west bound on normal patrol. Two Wash. Co. reserve deputies were at the scene directing traffic therefore writer took charge of the accident. Vehicle #1 was pushed off the north shoulder of the highway facing northeast. Extensive damage was done to the front of vehicle #1 from the center of the motor hood to and including the right fender back to the beginning of the front right door. The operator of vehicle #1 suffered only a few minor cuts. Found in vehicle #1 was broken glass from beer bottle(s) which was covered with a newspaper. The glass and a bottle cap bore the make name Blitz. The floor of vehicle #1 at the front of the vehicle was covered with beer. A bottle opener was found down between the front seat. Also found down an embankment just north of vehicle #1 was a Blitz six pack container. Around the container was a full stubby of Blitz beer which was still cold, an empty stubby of Blitz beer, and the remains of a broken bottle of beer. The operator of vehicle #1 was away from his vehicle when writer arrived at the scene and stayed away from his car during writers conversation with him. The operator of veh.#1 had a strong odor of alcohol on his breath and stated in substance he xxxxxxxxxxxx had two or three beers earlier in the day. Writer asked the subject if he would be willing to take a blood alcohol test and he said he would. Officer Boone arrived at the accident scene at 9:45 PM and was directed to take the operator of Vehicle #1 to get a blood test. The test was taken in Forest Grove and the blood sample remains with Officer Boone until such time as he delivers it to the Crime Lab. An arrest of the operator of vehicle #1 was not in order as he walked and talked alright at the scene. The operator of veh.#1 appeared to be a person who had had alot to drink and who had sobered up fast. Vehicle #2 landed south of highway 26 down a slight embankment. The rear of veh.#2 was pushed into the back seat. Extensive damage was done to the front of veh.#2 as it hit a ditch. The vehicle then rolled causing damage to the top. Both the operator and passenger in veh.#2 were thrown from the vehicle. The passenger in veh.#2 was checked by writer and found to be dead (cause as yet unknown). The operator of veh.#2 was lying next to the deceased passenger. Both operator and passenger in veh.#2 where lying just northwest of veh.#2.

STATEMENTS

Highway 26 is a two lane highway divided by a broken white line. The highway has guide lines and paved shoulders. The road comes to a crest about .2 of a mile west of the accident scene. The roadway travels xxxxxxxxxxxxxx downhill slightly from the accident scene east. Accident took place at night. It was a clear night and traffic was light.

ACTION TAKEN

It seems that both vehicles were traveling east on highway 26. Vehicle #2 was hit from the rear by vehicle #1.

No skid marks were made by vehicle #1 prior to the impact.

420-18 Fredrick V. Auger, Pfc.

Indicate before name:
(I)—Injured
(K)—Killed

Attach
Diagram

Fredrick V. Auger
OFFICER

State Printing

Form 3a—35M—10-60 State Printing 20930

OFFICER'S REPORT
OREGON STATE POLICE

[illegible]E .... No. ....

Place .... County ....

Subject ...., 19.......

Page two

STATEMENTS

The operator of vehicle #1 stated in substance he was traveling east on highway 26 at 50 M.P.H. Saw a vehicle in front of his as he traveled east. A football game was in progress at the Sunset H.S. which is north of the accident scene. The subject looked at the football game for a moment, even though it was some distance away from highway 26, and when he again looked ahead his vehicle was almost on top of vehicle #2. The subject contends that vehicle #2 was either stopped on the east bound lane of highway 26 or traveling very slow. Subject had two or three beers earlier in the day but had not drank any beer just prior to leaving Manzanita bound for Portland. Subject related he may have had beer in his car under the front seat, which is what broke and went all over the floor of the car, but he did not [illegible] any beer over the embankment north of his vehicle. Stated in substance he did have the headlights on at the time of the accident.

The operator of vehicle #2 stated in substance he was traveling east on highway 26 at from 45 to 55 M.P.H. Had traveled west on SW Barnes Rd. past the Sunset H.S. where the football game was in progress. Then traveled on Cornell Rd. south to the jct. of highway 26. Turned left on highway 26 and proceeded east. Was traveling along with no vehicle in sight to his rear. The next thing he knew his vehicle was struck at the rear very hard. Subject never saw any headlights to his rear at any time.

Subject Dale S (Only) James of North Plains, Oregon, phone 331 2284 stated in substance he was one of the first to get to the accident scene and saw the headlights on an on position with regards to vehicle #1. Saw the operator of vehicle #1 fooling around his vehicle as he got out of his vehicle. Spoke with the operator of veh. #2 who related to him in substance the same as was related to writer.

ACTION TAKEN

Butlers ambulance service was called to the scene and took the operator of veh.#2 to St. Vincent Hospital in Portland, Flares were set out and writer was assisted in traffic control by two Wash. Co. reserve deputies and Officer Gould. Officer Gould assisted writer in measurements. The operator of vehicle #1 was taken by Officer Boone to secure a blood alcoholtest. The Bob Jones Cheveron wrecker towed veh.#1 from the scene. Heitzmans wrecker service towed vehicle #2 from the scene. The tires on vehicle #1 were checked by writer. The front tires were in poor condition. The rear tires were alright. The Wash. Co. Coroner was summoned to the scene and left with the deceased passenger in vehicle #2. Beer bottles and glass found in the vehicle operated by subject Williams and that found down the embankment north of vehicle #1 are being being held as evidence and will be sent to the Crime Lab. for a possible comparison check. Information will be presented to the Wash. Co. D.A. Report will follow.

CC: To Crime Laboratory
CC: For Dept. of Motor Vehicles. ✓

420-18 Fredrick V. Auger, Pfc.

Fredrick V. Auger

Form 5a—25M—10-50 State Printing 30036

OFFICER'S REPORT
OREGON STATE POLICE

Time ....

No. ....

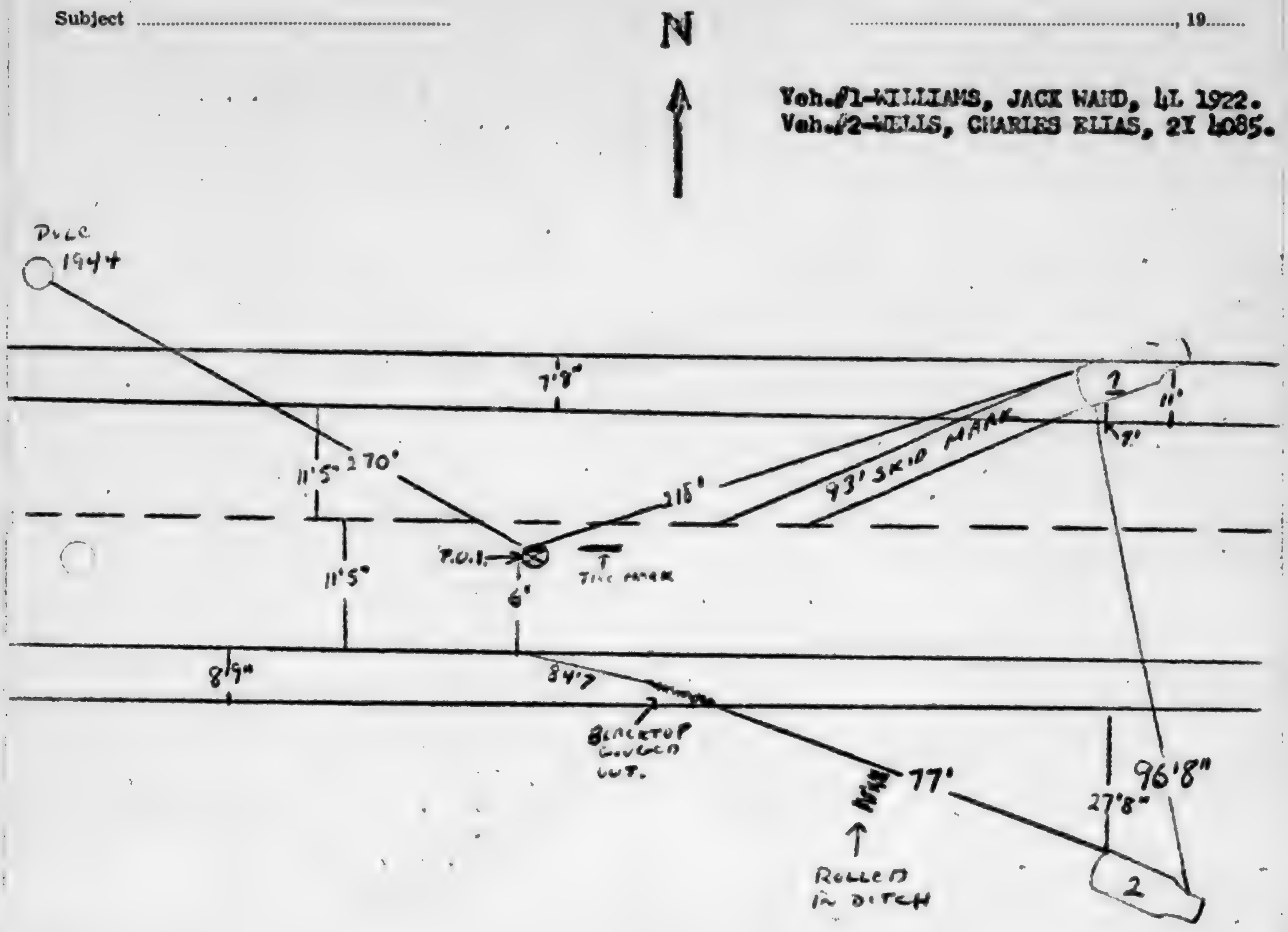
Place ....

County ....

Subject ....

.............................., 19......

Veh.#1-WILLIAMS, JACK WARD, 4L 1922.
Veh.#2-WELLS, CHARLES ELIAS, 2Y 4085.



RECEIVED
NOV 30 1962

FOR FILING

[illegible]

5937

November 2, 1962

Erland & Blickle Co.,
8465 North Borthwick Ave.,
Portland 11
Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 1, 1962, discussed with the Engineer your request for an extension of time on contract #5937. You requested 45 additional workdays within which to complete the Cornell Road-Barnes Road Section of Sunset Highway in Washington County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 45 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. E. Johnson
JAMes W. Cochell
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
OCT 10 1962
FOR FILING
[illegible]
5937

October 9, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 2
November 1 Meeting

Erland & Blickle Company, contractor on the Cornell Road-Barnes Road grading and paving project on the Sunset Highway in Washington County, Contract No. 5937, has requested an increase of 45 days (from 125 days to 170 days) in which to complete the work on the project. The reason given by the contractor is the excessive moisture content of the material to be excavated.

The rate of production is controlled by the rate at which the earthwork will dry out on the fills, and this severely limits the progress on the job. All efforts to speed the drying process have failed. At the present rate of production, it will require an additional 45 days to complete the project.

This matter will be on the agenda for the November 1 Commission meeting, and it is recommended that it have your favorable consideration. The Bureau of Public Roads has approved the request.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

RLP:ajw hlb

RECEIVED
NOV 30 1962
FOR FILING

5937

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 5937 Contractor ERLAND & BLICKLE CO.

Highway Sunset

Section Cornell Road - Barnes Road

Kind of Work Grading & Paving

It is recommended that such extension be granted as requested under the following terms and conditions:

APPROVED BY HIGHWAY COMMISSION
11-21-62 for an increase of 45 work days

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 5937
Project designation F-186 (20) State—Federal
Date awarded June 14, 1961
Work started June 30, 1961
Per cent completed 35 Aug. 31, 1962 Date
Specified completion date 125 Work Days
Previously extended to None
Extension requested to 170 Work Days

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date August 23, 1962

Gentlemen:

We, the undersigned, respectfully request an extension of 45 / working days time, from ...., 19........, to ...., 19........, within which to complete our Contract No. 5937, described as follows: Grading and Paving

Cornell Road - Barnes Road Section of Sunset Highway in Washington County

The above request is based upon the following reasons:

Progress on excavation is limited to the amount that can be placed and compacted in the embankments. The excavated material contains excess moisture and it will not dry out fast enough to enable us to complete the work in the allotted time.

Respectfully submitted,

ERLAND & BLICKLE Co.
Contractor

By Joe Blickle

CONSENT OF SURETY Bond No. 404FM 6071

Date August 24, 1962

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, a Minnesota corporation, of St. Paul, Minnesota, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

G H Burnett
G. H. Burnett Attorney-in-fact

(SEAL)

JEWETT, BARTON, LEAVY & KERN
By G H Burnett
Resident Agent

State Printing 87499

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 3, 1962

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-186(20)
Cornell Road-Barnes Road Section
Sunset Highway
Time Extension

Reference is made to your letter dated October 1, 1962 requesting an additional 45 work days to be granted the contractor to complete the project, without penalty.

A representative of this office has observed and reported on the most unusual soil conditions obtaining on subject project.

We concur in your recommendation.

RECEIVED
OCT 4 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

October 1, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Re: Time Extension
Cornell Road-Barnes Road Section
Sunset Highway
Project No. F-186 (20)

We have received from Erland & Blickle Company, contractor on this project, a request for an additional 45 workdays in which to complete this project. The reason cited by the contractor to justify this increase is the excess moisture in the excavated material.

The moisture content of the material to be excavated in the grading operation and used as fill material is considerably above optimum. The rate of placing this material in the fill has been limited by the State to the amount which will dry out between work periods. This material has generally been placed in six-inch lifts and allowed to dry out for 24 hours or more before compaction and placing additional material on top can be done.

At the present time, the contractor is loading scrapers with a dragline and is moving only 500 to 800 cubic yards per day. His production before encountering this wet condition ranged from 2,000 to 4,000 cubic yards of material per day with less equipment.

This condition and need for this type of operation was not readily apparent at the time the job was bid and, therefore, qualifies for an extension of time as a change in plans. At the present rate of production, the contractor's estimate of 45 additional days is reasonable, and we recommend that the extension be granted. A tabulation of the rates of production is attached.

Your concurrence in this recommendation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Mr. Forrest Cooper
Mr. L. H. Young
Mr. F. D. Morgan
Mr. A. E. Johnson

CHB:bjh:er

FORM E-30 80M 11-61 40280

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1962

SUBJECT: Time Extension
Cornell Road-Barnes Road Section
Sunset Highway
Contract No. 5937

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

Attached is a Contractors Request for Increase in Number of Workdays to Complete Construction Contract, submitted by Erland & Blickle Co., contractor on this project. The contractor requests an additional 45-days which would increase the allowable workdays on the project from 125 to 170.

The reason cited by the contractor to justify this increase is the excessive moisture content of the excavation material. The natural moisture content of the material to be removed is considerably above optimum, and all efforts to drain the water out have failed. It is necessary to limit the amount of fill placed each day to what will dry out on the fill grade. This severely limits the rate of production.

At the present time, the rate of production is about 600 cubic yards per day. At this rate, the contractor will need an additional 45-days in which to complete the project.

It is, therefore, recommended that the increase be granted as requested by the contractor.

Rough drafts to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

F. B. Klaboe
Assistant Construction Engineer

RECEIVED
SEP 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

CHB:bjh
cc: A. E. Johnson
L. H. Young

TABULATION OF WORK RATES Cornell Road-Barnes Road Section

1st year - 115,000 cubic yards moved, average 2,375 cubic yards per day

2nd year - to August 1, 70,000 cubic yards moved, average 1,450 cubic yards per day

2nd year - after August 1, 47,000 cubic yards to move, moving at 800 cubic yards per day

Thus: Up to August 1, lost 11 workdays
After August 1, lost 34 workdays
(Computed at rate for 1st year work)

TOTAL LOST TIME - 45 workdays

Workdays charged to September 21 are 105.

Will have about 120± charged at end of season.

Work remaining: finish grading, place base, pave, and miscellaneous work such as signs, guardrail, sight posts, etc.

Time required for this work:
10 days for finish grading
10 days for base
20 days for paving (overlap 5 days on base)
15 days for guardrail, signs, etc.

50 days TOTAL REQUIRED

Thus: 45 days required to complete the work.

CHB:bjh

ERLAND & BLICKLE Co. *General Contractors*

Telephone
BUTLER 5-2594

8265 N. BORTHWICK AVE.
P. O. BOX 1945
PORTLAND 11, OREGON

August 21, 1962

Mr. James W. Cochell, Resident Engineer
Oregon State Highway Department
P. O. Box 282
Beaverton, Oregon

Re: Contract No. 5937, Cornell Road - Barnes Road Section, Sunset Highway

Dear Sir:

We have been checking our progress on this job, and it is now apparent that we will not be able to finish the work within the specified number of work days. The amount of material we can excavate each day is limited to the amount that can be placed in the embankments and as the fill areas become smaller and the cuts become wetter our production has decreased to the extent that it is now about 500 to 600 cubic yards per day. Generally cool cloudy weather and occasional rain have slowed the drying out of the material and further reduced production.

There are now forty work days remaining. Your estimate of the quantity remaining to be excavated is 42,000 cubic yards which is about seventy-five days work at the present rate. In addition to that it would probably take ten days after grading was completed to finish the surfacing and paving. Based on these figures we request an extension of time amounting to forty-five work days without assessment of liquidated damages.

We assure you that this request is not made with any idea of delaying completion of the job. We have been on the job with a full outfit of equipment during all periods when any work could be accomplished and we will continue to do so.

Yours very truly,

ERLAND & BLICKLE CO.

by Joe Blickle

JB:rb

K

RECEIVED
[illegible] 1962
FORM E-30X 50M 7-60 29396
FOR FILING

Wolfe

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1962
(dictated October 4, 1962)

SUBJECT Murray Road Interchange,
Sunset Highway

To:

Memo to Files -

The attached letters to Mr. Porter and to Mr. Roy Sinner, dated September 29, in reply to his letter of September 17 were not sent out after this matter was reviewed on September 28 with Mr. Porter.

Instead, on Mr. Porter's advice, I phoned Mr. Sinner on September 28 and told him that based on information obtained that morning by Mr. Porter from the Division Engineer we expected to complete this fall the paving on the two southerly lanes of the Sunset Highway westerly from Cedar Hill, at least as far as Murray Road, and within the next two or three days I would try to find out the approximate schedule so that he would have some idea when the "buttonhook exit" in the S.E. quadrant of the Murray Road Interchange would again be re-activated.

In the same conversation, I informed Mr. Sinner that his request for the construction of a new off-ramp in the S.W. quadrant in place of the existing ramp in the S. E. quadrant had been reviewed by Mr. Porter and denied as being an unwarranted expenditure of public funds. I also told him that he was not precluded from making a request to the Commission in writing, but that obviously the Engineer would recommend against it.

Later on the morning of September 28, Mr. Porter called me to say that upon re-evaluation of the contractor's progress, Division Engineer Johnson thought we would not get the two southerly lanes paved yet this fall. I waited an appropriate period of time (having been away from the office on October 2) and again called Mr. Sinner on October 3 to advise him of this change in plans, and also to advise him that because of this we planned to re-establish the temporary connection at the west end of the existing 4-lane facility (west of Murray Road) which would allow use of the "buttonhook exit" through the winter. (Our contractor was allowed to tear out this temporary connection apparently about June 15.)

Mr. Sinner informed me: that he was pleased to learn this; that because of the Department's failure to provide a satisfactory exit to his property (he considers the signed directions for a reverse turn for eastbound traffic onto the off-ramp in the N.E. quadrant to be extremely hazardous) or to let him know when the S. E. exit ramp would be restored to use, he had an attorney prepare all the papers necessary for a suit for damages against the Department and the contractor; and that if he could get a "satisfactory" answer as to when the S. E. ramp would be restored to use he would not file the suit.

Mr. Sinner also informed me of other matters during our conversation which he said would form the basis of his claim for damages - such as the fact that his supermarket had shown losses in July and August against a profit in June; that the sign directing eastbound traffic to make the "hazardous" turn from the west on to the N. E. ramp had not been established until after he first talked to me and Mr. Barbee on August 15; and other data concerning potential traffic and customers, etc.

After my second call to Mr. Sinner on October 3, I again talked to Mr. Porter who called Mr. Klaboe and suggested that since we were going to re-establish the temporary connection anyway we might as well do it as soon as possible. In response to my inquiry to him, Mr. Klaboe called me this morning (10-4) and told me that, weather permitting, this would be done on October 8. I then called Mr. Sinner's office, and in his absence, left word with his secretary to this effect.

R. B. Sipprell
Liaison Engineer

RBS:cl
cc - R. L. Porter - Attachment
Vic Wolfe "

BANFIELD DEVELOPMENT COMPANY
3400 S.W. BRENTWOOD DRIVE
PORTLAND 1, OREGON

J. L. ROY SINNER
PRESIDENT

CAPITOL 3-4856
~~ALPINE 3-1101~~
M14-8902

September 17, 1962

Mr. Ralph Sipprell
Highway Department Building
Salem, Oregon

Dear Mr. Sipprell:

I trust you will recall my visit to your office a little over six weeks ago. At that time I outlined some of the problems confronting our property located on the Sunset Highway at the Murray Road Overpass because of the construction and the abrupt closing of the exit to Murray Road without consideration to the need of the exit to commercial business property in the area.

I was assured of an answer within two weeks. I was also told that the exit to Murray Road from the west should not have been closed and that this would receive immediate attention. This action brought about the placing of a sign exactly opposite of the access sign to Murray Road from the east and has brought about a most hazardous and dangerous temporary exit from the west to Murray Road. I am extremely fearful that if there is a motorist brave enough to make a reverse turn against oncoming traffic to use this exit a most serious accident could occur, and we are at this time going on record as being extremely opposed to the temporary measures which have been taken in this regard.

After two weeks with no reply forthcoming, I telephoned the engineer with whom we met and was told that his department had been extremely busy but that he would see that the matter received study from the top officials at once and that I would be given a prompt answer. At this writing another two weeks have elapsed with no answer and I am fearful that unless this matter is considered immediately, the contractor now constructing the additional two lanes will be close to completion. When this occurs it will not be practical to have heavy road machinery in the area and my proposal for a half-diamond approach will probably be tabled. This is exactly the situation I am trying to avoid.

(CONTINUED)

19 1962

Frankly, Mr. Sipprell, the Highway Department has given very little consideration to our property and the eight small businesses located in the shopping center, some of whom are very near bankruptcy. The fact is, the former owners sold the property at a tremendous loss to their stockholders after litigation with the Highway Department failed. When we purchased the property we certainly did not anticipate that the Highway Department would again close access to the property from the west and have it closed for many months causing great distress and financial hardship not only to ourselves as owners of the property but to our tenants.

Anything that you can do to conclude this matter will be deeply appreciated.

Very truly yours,

BANFIELD DEVELOPMENT CO.

Roy Sinner

J. L. Roy Sinner
President

JLS/as

RECEIVED
5 1962

FOR FILING

5937

DN WIL 17 10-4-62 8:40AM

FRED KLABOE

RE PUTTING MURRAY ROAD INTERCHANGE CONNECTION BACK IN OPERATION. BASE ROCK HAS BEEN PLACED AND PAVING WILL BE PLACED BY MONDAY PM OCTOBER 8, WEATHER PERMITTING

A E JOHNSON

FB..

Copy for Porter

Pepperell notified FKlaboe

RECEIVED
25 1962
FOR FILING

5937

FORM E-30X 30M—8-60 43808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1962

SUBJECT: Murray Road Interchange
Sunset Highway

To:

Mr. R. B. Sipprell
Liaison Engineer
BUILDING

On August 15, 1962, you and Mr. Roy Sinner were in my office regarding problems in the Murray Road Interchange area. Mr. Sinner was objecting some to the fact that the exit ramp in the southeast quadrant of this interchange had been closed to traffic. He also requested that in the interest in bettering our public relations that we construct an eastbound off ramp in the southwest quadrant of this intersection.

Subsequent to the meeting, Mr. Morgan and I visited this area to review the conditions leading up to the closure of the exit ramp and to see what steps might be necessary to either reactivate this movement or adequately care for traffic wishing to make this movement. We found that the exit ramp had been closed through the contractor's operations, but that traffic desiring to do so could still get to Mr. Sinner's store by making a left turn into the northeast quadrant of this intersection. This movement is properly signed and any traffic wishing to do so should have no trouble. The southwest quadrant will be reactivated by some means when the contractor shuts down his grading operations for the winter.

Mr. Sinner's request for an eastbound off ramp in the southwest quadrant has been reviewed, and it is my opinion that we could find no justification for constructing such a ramp. Mr. Sinner purchased this property with the present pattern in effect and knowing the condition before he invested his money.

We have a traffic count at the intersection of the eastbound off ramp and Murray Road made by our Traffic Department early in 1962. This showed a count of 325 vehicles a day using this exit ramp. Such traffic would not warrant construction of an additional ramp.

F. D. Morgan
Construction Engineer

By
D J Barbee
D. J. Barbee
Asst. Construction Engineer

DJB:jd

cc: Vic Wolfe

[illegible]
SEP 20 1962
[illegible]

RECEIVED
AUG 20 1962
FORM E-90X 90M 7-60 79396
FOR FILING

5287

Via
Wolfe

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1962
(dictated August 15)

SUBJECT:

To: Memo to the Files -

Yesterday Mr. Roy Sinner, 301 N. W. Murray Road, Portland 10, came in to discuss a problem with me, indicating that he had been referred to me by his long time friend, State Senator Walter Pearson.

Mr. Sinner is the owner of the Sunset Square Shopping Center, located in the S. W. quadrant of the Murray Road Interchange on the Sunset Highway approximately 2 miles west of the Cedar Hills Overcrossing. This property was formerly known as Marlene Village Shopping Center and Mr. Sinner stated he had purchased it from the former owners, William Triplett and Ted Bruno, approximately one year ago. Subsequently, he claims to have spent approximately $150 thousand in remodeling the old super market building which now contains a restaurant, specialty shops and offices and approximately $200 thousand in building a new super market, his total investment being approximately $400 thousand.

Mr. Sinner claimed that the exit loop in the S. E. quadrant from the Sunset Highway to Mill Creek Drive was closed by our contractor approximately two months ago, resulting in a decrease in the gross receipts of the super market from approximately $8,000 a day to approximately $1,000 a day with a corresponding reduction in the amount of business of the various shops in the old super market building. He contended that the closing of the exit ramp was done without notification to him and while he admits that if the exit ramp were re-opened he would be in the same position as he was when he purchased the property approximately a year ago, he feels that in the interest of bettering its public relations, the Highway Department in an attempt to help rather than hurt adjoining property should construct an exit ramp to Murray Road in the S. W. quadrant, leaving the present exit loop in the S. E. quadrant closed. He pointed out also the dangerous intersection near the S. E. corner of his property where Murray Road, Mill Creek Drive, exit ramp #2 and entrance ramp #3 all intersect. Mr. Sinner indicated his willingness to deed or give to the State any property necessary to construct an exit ramp in the S. W. quadrant, claiming that his new building had been set back sufficiently far from the highway right of way line to enable him to do this. He stated his awareness of a suit brought by the former owners, Triplett and Bruno, against the Highway Commission but indicated he was not familiar with the reasons for the suit.

After listening to Mr. Sinner's story, I contacted Mr. Porter and upon his advise took Mr. Sinner upstairs to review the matter with Mr. Barbee; Mr. Morgan also sat in on a part of the discussion.

AUG 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Prior to his leaving the office at 5:00 p.m. in what appeared to be a good frame of mind, Mr. Sinner was informed that:

1. An attempt would be made to find out why the contractor was permitted to close the existing exit ramp,
2. That it would be opened again as soon as possible and
3. That his request for constructing a new exit ramp in the S. W. quadrant in place of the exit loop in the S. E. quadrant would be reviewed with traffic count data on the 5-way intersection being taken into consideration etc. and that he might expect some word inapproximately two weeks.

R. B. Sipprell
Liaison Engineer

RBS:cl

cc - Vic Wolfe
Frank Morgan

RECEIVED
JUN 18 1962
FOR FILING

[illegible]

5937

June 5, 1962

Mrs. Rose Haddix
12670 N. W. Barnes Road
Portland 10, Oregon

Dear Mrs. Haddix:

Reply is made to your recent letter concerning the installation of traffic signals at the intersection of the Sunset Highway and Barnes Road.

When construction presently underway is completed this coming fall, there will be a four-lane, wide median section at this intersection. A left turn lane for the movement from east to south will be provided, thus making it possible for the left-turning driver to pull clear of westbound traffic while waiting for an opportunity to cross through the eastbound traffic. Those drivers who are crossing all four lanes will be able to stop in the median, fully protected, while waiting for an opportunity to cross the opposite streams of traffic. Under these conditions, it is believed that the safety of movement through this intersection will be materially increased.

Because of the high speed of traffic on the Sunset Highway, the installation of traffic signals would increase rather than decrease the hazards at this location. Experience has shown that traffic signals on high-speed sections of highway are a distinct hazard.

We thank you for bringing this matter to our attention. The left turn lane has been incorporated in our plans in response to your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
A. E. Johnson
D. L. Peterson

VPJ:pk jw

FORM E-30 50M 11-61 40290

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 28, 1962

SUBJECT: Request for Traffic Signals
Sunset Hwy. at Cedar Hills Blvd.
US26 - Hwy. No. 47 - M.P. 68.27

To: Tom Edwards
Ass't. Highway Engineer
OFFICE

I am attaching correspondence and a petition on the above subject. There is also attached a suggested draft to Mrs. Rose Haddix, who submitted the petition.

This section of the Sunset Highway is under reconstruction at the present time. This is the Cornell Road-Barnes Road Section and upon completion of the construction, which will probably be this Fall, there will be a four-lane section with a wide median through this area. This will materially change the traffic characteristics at the intersection. It should eliminate the need for traffic signals. Because of the impending change in traffic characteristics, we have not prepared a collision diagram for the intersection.

We have discussed this matter with Mr. A. E. Johnson, Division Engineer, and Mr. Ed Hunter, Ass't. Division Engineer, and it is their thought that upon completion of this project, the left turn movement from east to south which is one of the heavier cross-street movements at this location, should be made via the "outrigger" movement by right turning into Barnes Road and then making a direct crossing of the highway. They feel that this is desirable first, because this has been the required movement for a number of years and local motorists are familiar with it and second, because this would minimize conflicts between vehicles making the left turn and those vehicles crossing the highway from south to north.

It is our feeling that a left turn lane should be provided as shown on the attached plans in brown. This would provide for a direct left turn which is a more normal type of movement and also, it would make it necessary for left turning vehicles to cross only the eastbound lanes of US26 rather than both eastbound and westbound lanes as would be the case with the "outrigger" movement. If you approve, I will submit a plan to Mr. Frank Morgan for implementation.

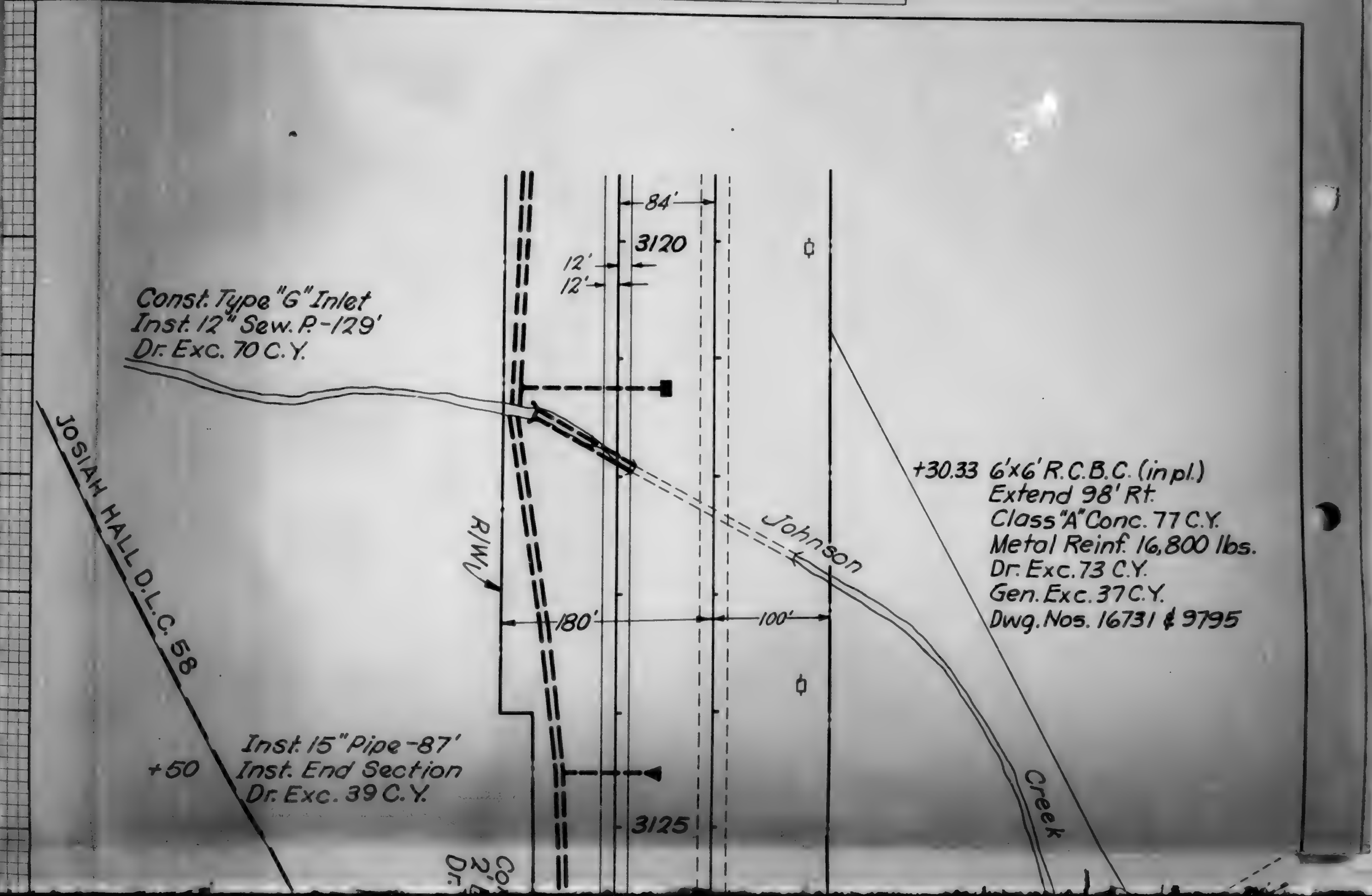
Insofar as the signal installation is concerned, the designated speed through this section is 60 MPH and it is believed that the installation of traffic signals would increase rather than decrease the hazards at this location.

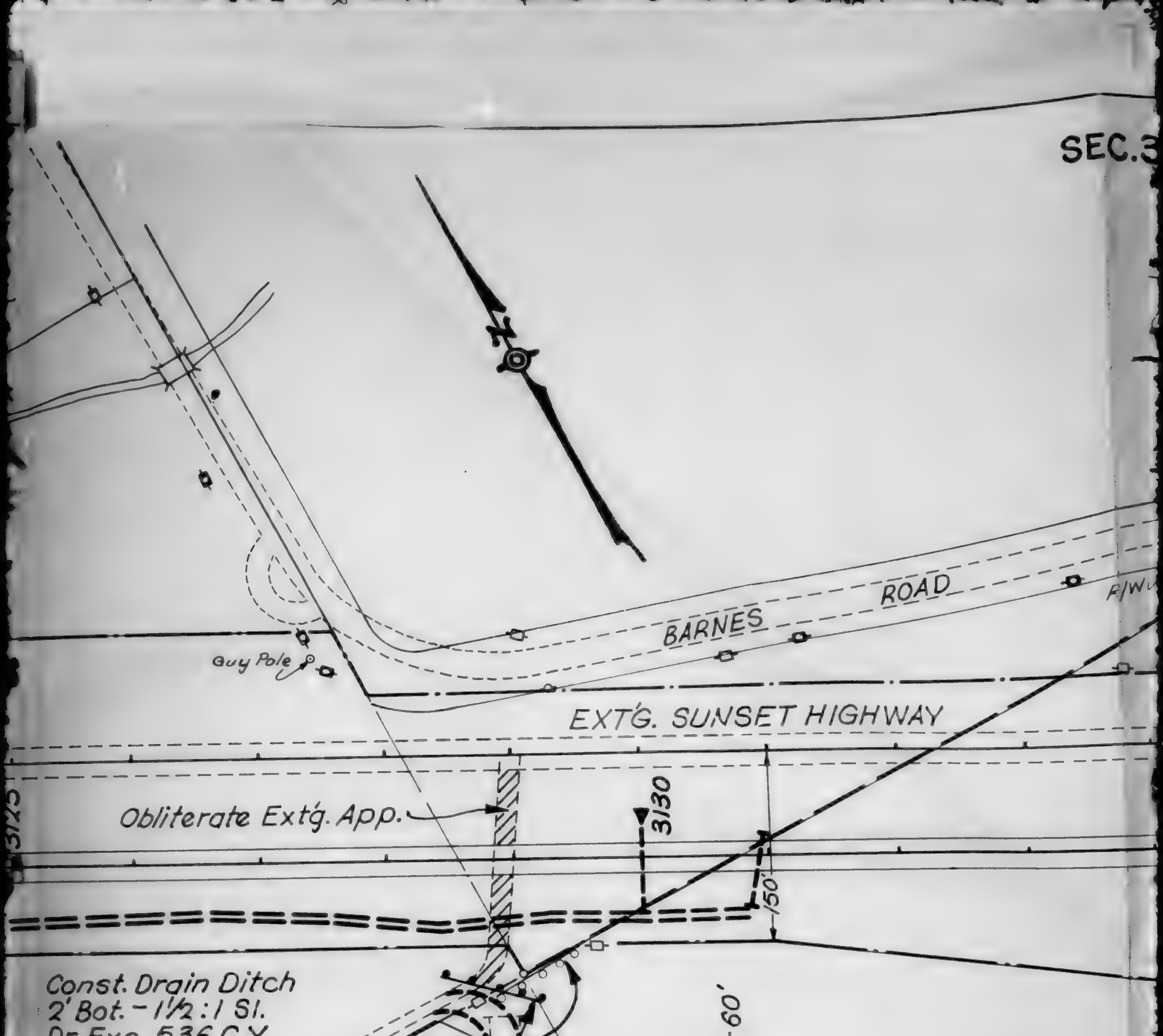
RECEIVED
MAY 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. Crandall
Traffic Engineer

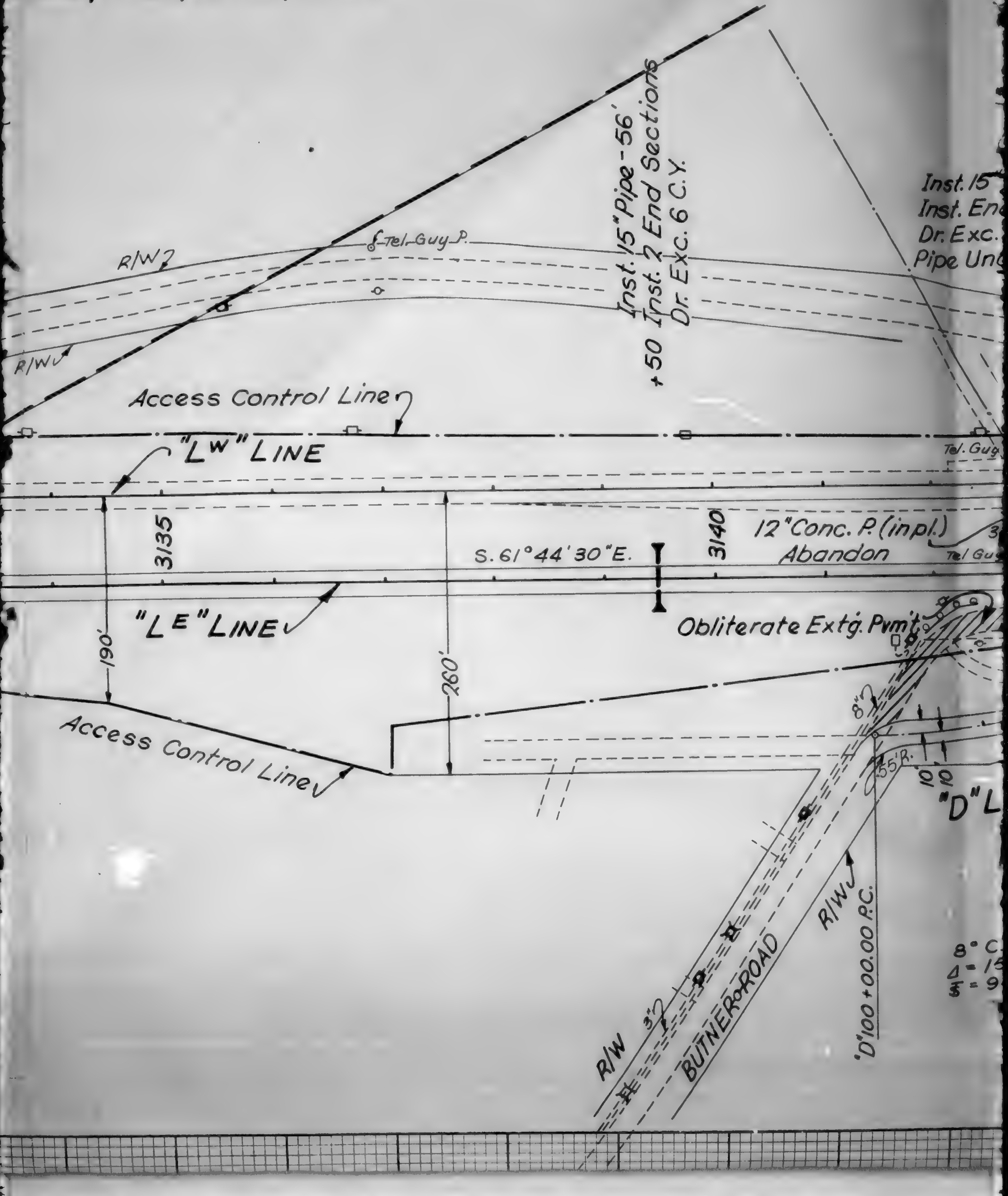
VPJ:pk
Attachments

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		




SEC.3
N
BARNES ROAD
R/W
Guy Pole
EXT'G. SUNSET HIGHWAY
Obliterate Ext'g. App.
3125
3130
150'
Const. Drain Ditch
2' Bot. - 1½ : 1 Sl.
Dr. Exc. 536 C.Y.
Const. Approach
to Spring Lane
Salvage & Reconst. Guard Rail - 82.5'
SPRING LANE
+00
Inst. 15" Pipe - 90'
Inst. End Section
Dr. Exc. 53 C.Y.
+95
Inst. 8" Perf. C.M. Dr. P. - 60'
Spec. Bkfill. 4 C.Y.
Dr. Exc. 6 C.Y.

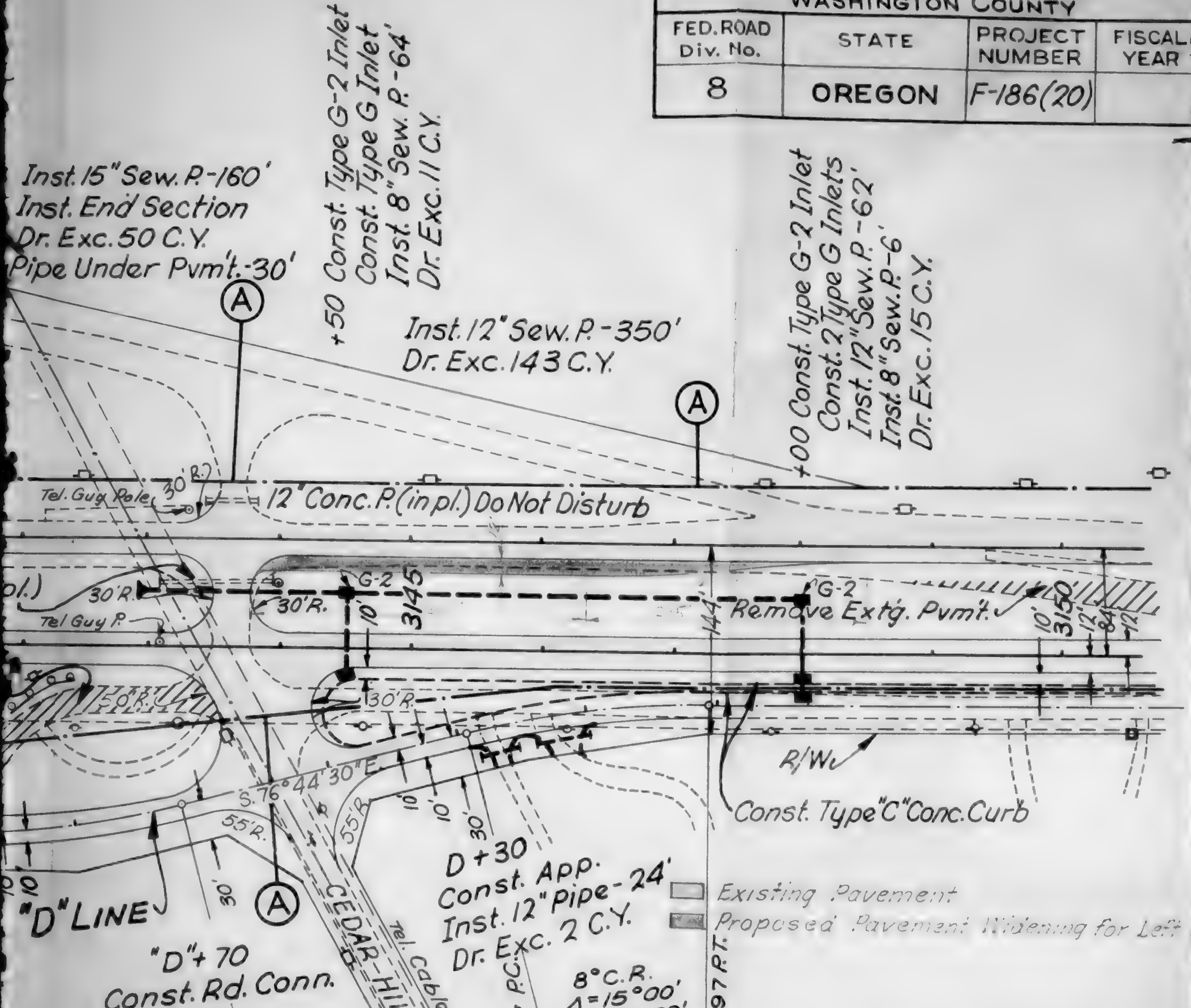
EC.3, T.1S., R.1W., W.M.



7V

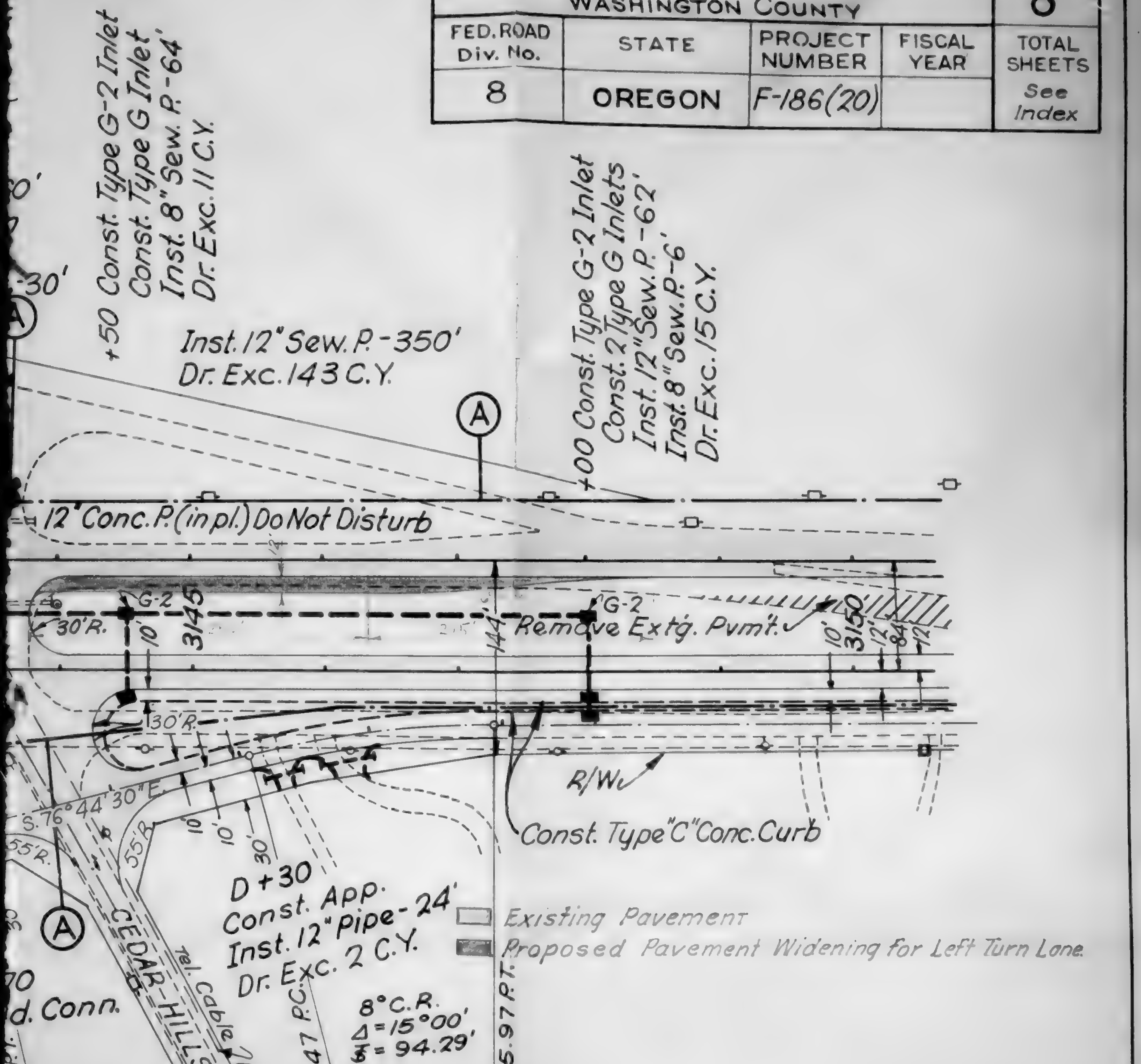
CORNELL RD.-BARNES RD. SECTION
SUNSET HIGHWAY
WASHINGTON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	F-186(20)	

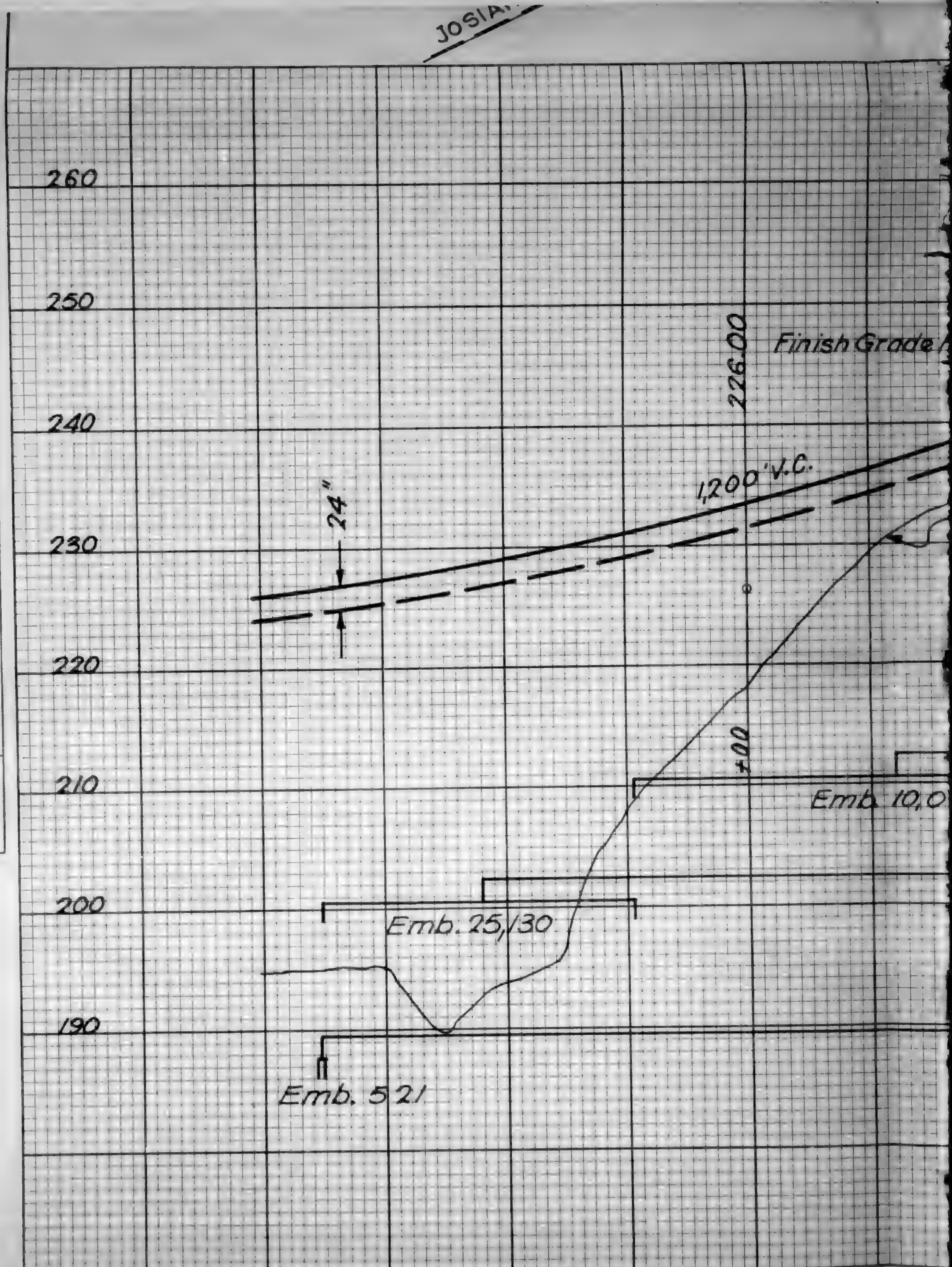


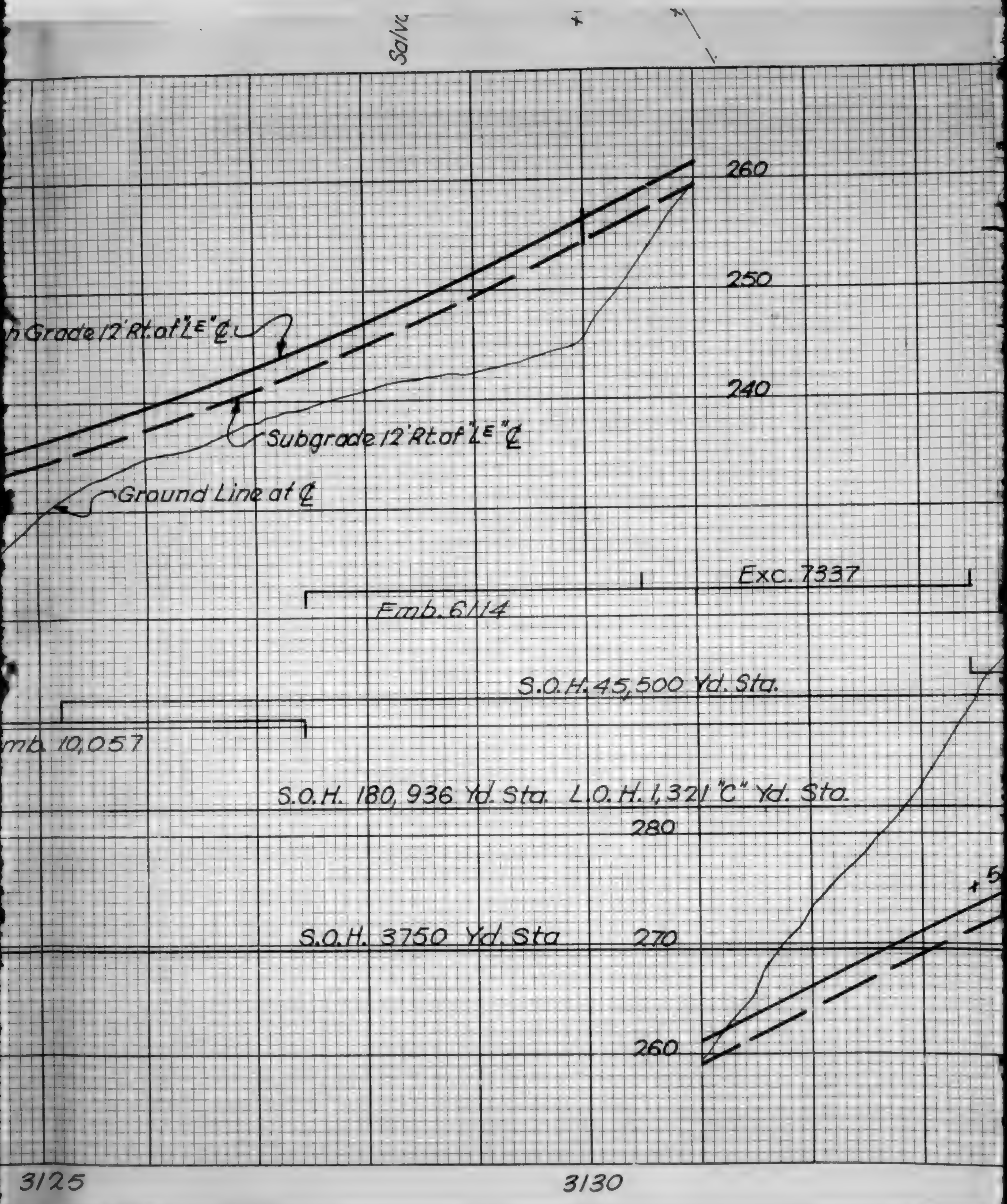
7V-4-3

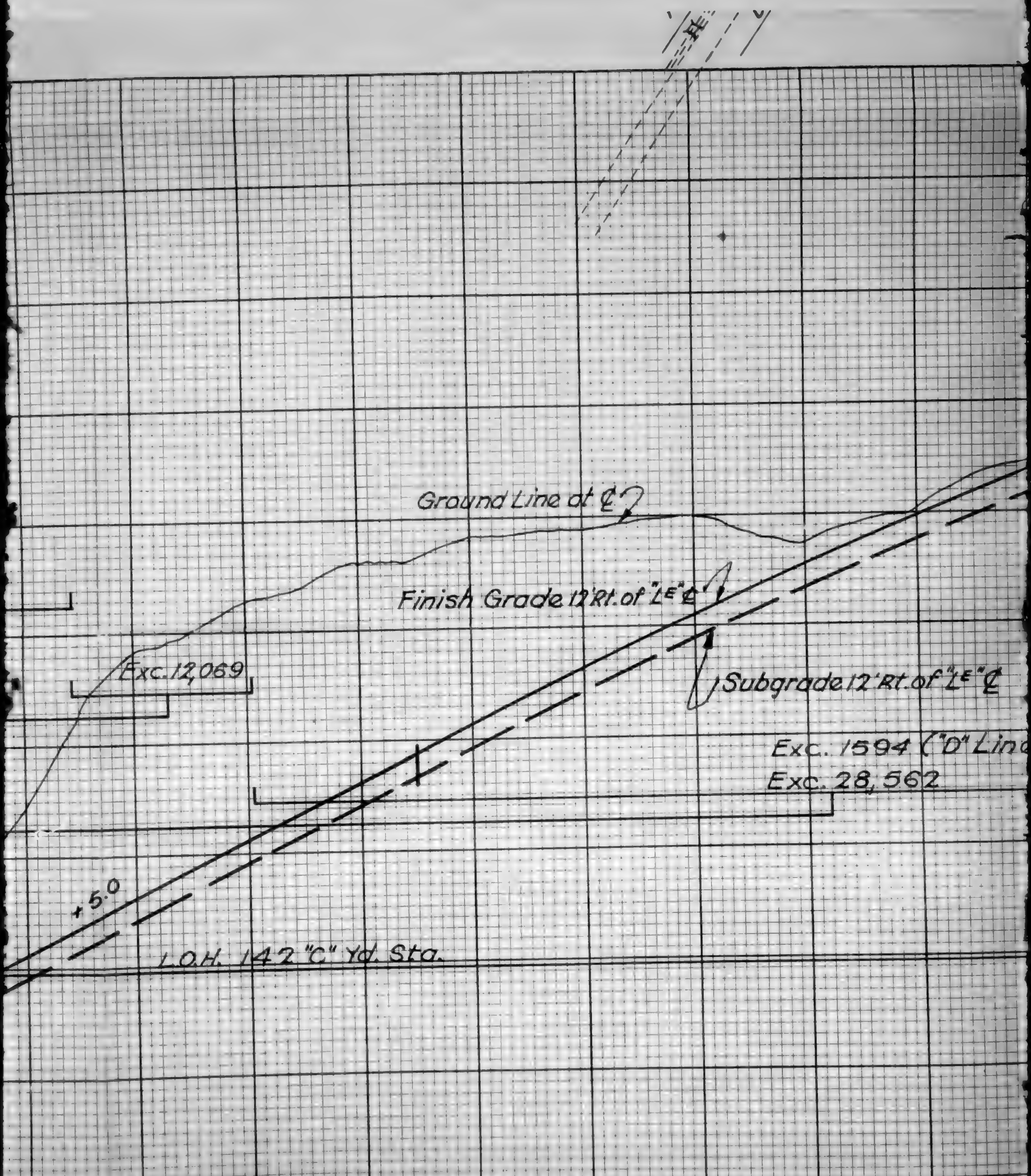
CORNELL RD.-BARNES RD. SECTION SUNSET HIGHWAY WASHINGTON COUNTY				SHEET No. 8
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-186(20)		See Index

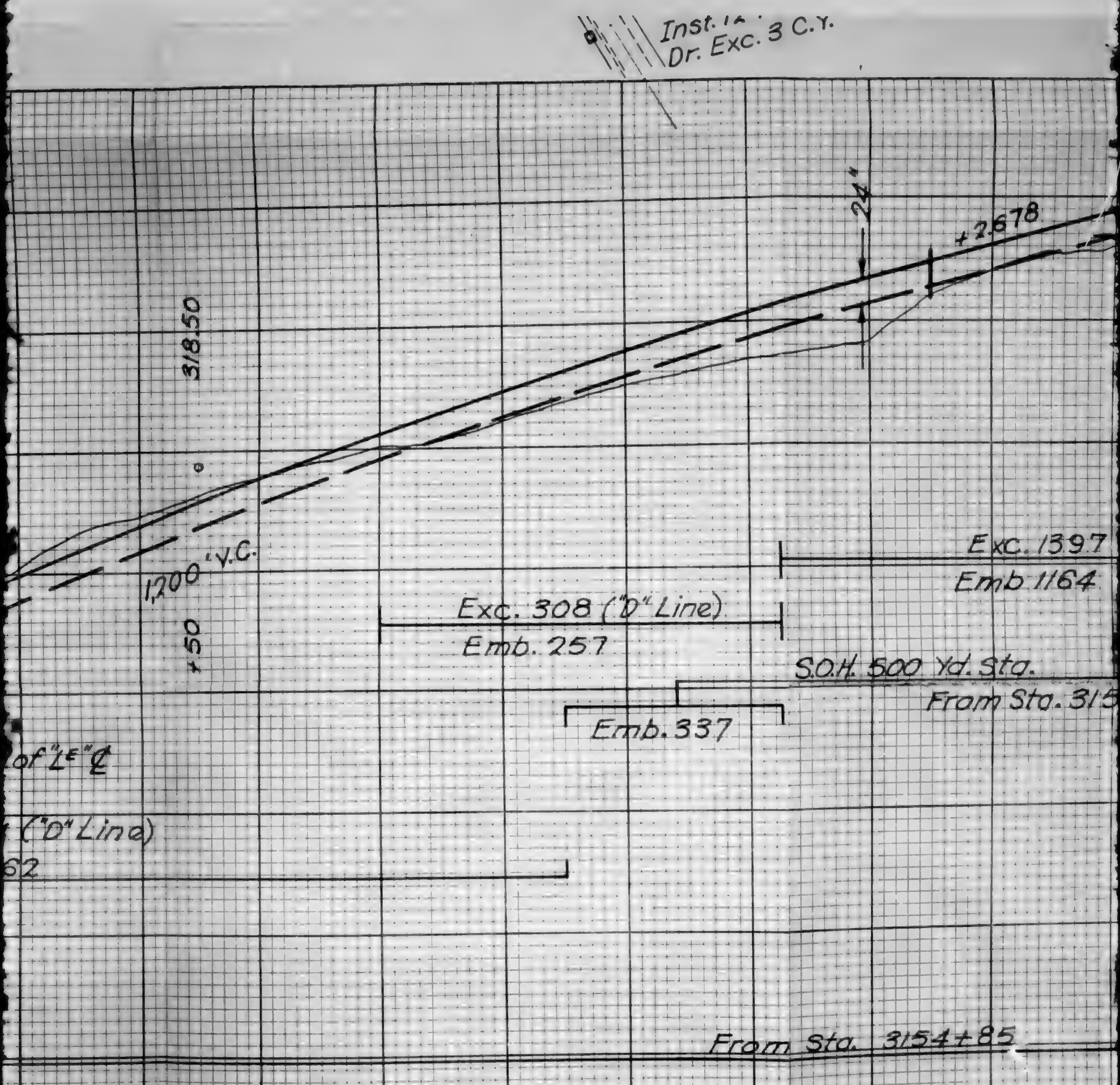


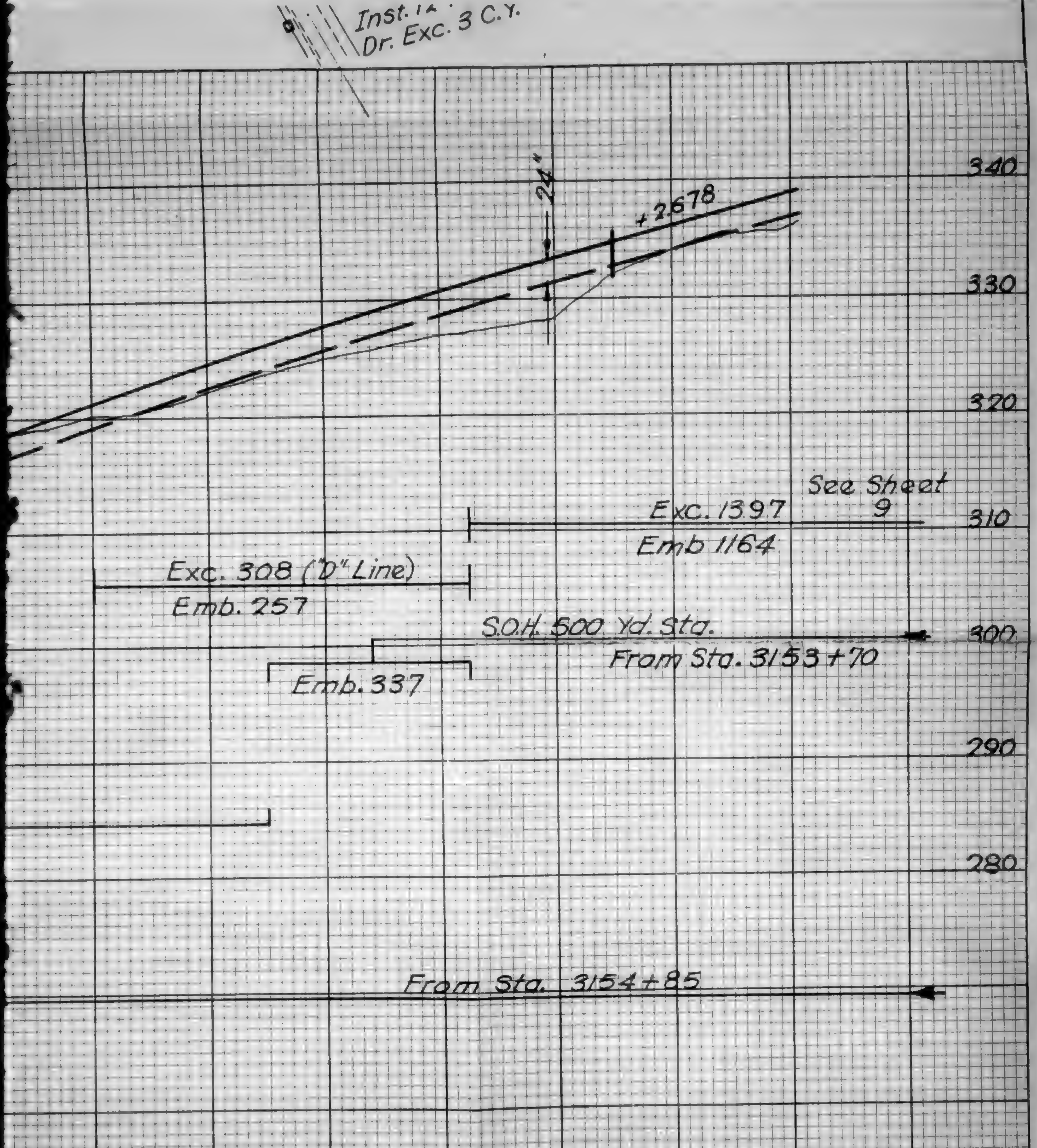
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE




Salva
260
250
240
h Grade 12' Rt. of "L^E" ℄
Subgrade 12' Rt. of "L^E" ℄
Ground Line at ℄
Exc. 7337
Emb. 6114
S.O.H. 45,500 Yd. Sta.
mb. 10,057
S.O.H. 180,936 Yd. Sta.
L.O.H. 1,321 "C" Yd. Sta.
280
S.O.H. 3750 Yd. Sta.
270
260
+5
3125
3130


Ground Line at ℄
Finish Grade 12' Rt. of "L^E" ℄
Subgrade 12' Rt. of "L^E" ℄
Exc. 12,069
Exc. 1594 ("D" Lin
Exc. 28,562
+5.0
L.O.H. 142 "C" Yd. Sta.
3135
3140


Inst. 1
Dr. Exc. 3 C.Y.
24"
+2.678
318.50
1,200' V.C.
+50
Exc. 1397
Emb 1164
Exc. 308 ("D" Line)
Emb. 257
S.O.H. 500 Yd. Sta.
From Sta. 315
Emb. 337
of "LE" ℄
("D" Line)
62
From Sta. 3154+85
3145
315


Inst. 1
Dr. Exc. 3 C.Y.
24"
+2.678
340
330
320
See Sheet 9
Exc. 1397
Emb 1164
310
Exc. 308 ("D" Line)
Emb. 257
S.O.H. 500 Yd. Sta.
From Sta. 3153+70
300
Emb. 337
290
280
From Sta. 3154+85
3145
3150

12670 N. W. Barnes Rd.
Portland 10, Oregon

Mr. Bruce Krandell, Traffic Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

I, as well as many other Oregon motorists, are largely concerned with the danger existing at the intersection of the Sunset Highway and N. W. Barnes Rd. This intersection is at the direct north end of Cedar Hills Blvd. of Beaverton, Oregon.

At the aforementioned intersection, there is a yellow blinker signal for those going east and west. Also, there is a red blinker for those going north and south. It is virtually impossible to cross this intersection with any feeling of safety.

I, as well as others, would like to know if it were not possible to have a 4-way stop signal put there at that point before people are killed instead of something being done after such occurrence, which is highly probable.

Perhaps, you could tell me what the plans are for that intersection.

Your reply and attention to this matter will sincerely be appreciated.

Very truly yours,

Rose Haddix
Mrs. Rose Haddix

P.S.: Enclosed are names of others who are interested in the above matter.

cc: Mr. Howard Appling, Jr.
Secretary of State
Salem, Oregon

RECEIVED
MAR 7 1962
TRAFFIC ENGINEERING

Owing to the fact that crossing the Sunset Highway at the intersection of Barnes Road and said Highway is extremely hazardous, we, the undersigned motorists, hereby petition the Oregon State Highway Commission to place a four-way stop and go signal light at said intersection.

Petition containing 191 signatures

RECEIVED
OCT 31 1961
FOR FILING

[illegible]

5937

October 31, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the topping of danger trees on the Cornell Road-Barnes Road Section of the Sunset Highway in Washington County, Contract No. 5937, in connection with Federal Aid Project No. F-186(20).

Six trees will remain standing after clearing for construction. They have been cabled to others for safety of a dwelling. It is deemed necessary to top the trees for safety. This has been requested by the property owner and authorization given by her to do the work. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
SEP 19 1961
FOR FILING

5937

477 Cottage Street, N.E.
Salem, Oregon

September 15, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project F-186(20)
Cornell Road-Barnes Road Section
Sunset Highway
Seeding and Mulching
Estimated cost is $3,600; Federal participation is $2,160.

Reference is made to your letter dated September 14, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Porter
Cdw.

FORREST COOPER

RECEIVED
SEP 14 1961
FOR FILING

[illegible]

5937

September 14, 1961

Mr. C. G. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 224-238, covering seeding and mulching on the Cornell Road-Barnes Road Section of the Sunset Highway in Washington County, Contract No. 5937, in connection with Federal Aid Project No. F-186(20).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $3,600, with Federal participation of $2,160.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
SEP 15 1961
FOR FILING

[illegible]

5937

September 14, 1961

Oregon State Highway Commission

Gentlemen:

Effective 8 a.m., Thursday, September 14, permission was granted for the establishment of a 35-mile-per-hour construction speed zone on the Cornell Road-Barnes Road Section of the Sunset Highway, No. 47, between M.P. 63.43 and M.P. 64.62.

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone for the Cornell Road-Barnes Road Section of the Sunset Highway, No. 47, between M.P. 63.43 and M.P. 64.62 in Washington County.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk me

cc G. S. Paxson
F. B. Crandall

RECEIVED
SEP 1[illegible] 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 13, 1961

Mr. Lee Bown, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Sir:

Effective 8:00 A.M, Thursday, September 14, permission granted for the establishment of a 35 MPH construction speed zone on the Cornell Road-Barnes Road Section of the Sunset Highway, No. 47, between M.P. 65.42 and M.P. 68.62.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By
J. Al. Head
Assistant Traffic Engineer

pk
bc: G. S. Paxson

NOTED

RECEIVED
SEP 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 10 1961
FOR FILING

5937

July 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging on the Cornell Road-Barnes Road Section of the Sunset Highway in Washington County, Contract No. 5937, in connection with Federal Aid Project No. F-186(20).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 7 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5937

July 7, 1961

Erland & Blickle Co.,
8265 North Borthwick Ave.,
Portland 11
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5937, awarded June 14, 1961, for grading-paving the Cornell Road-Barnes Road Section of Sunset Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN 14 1961
FOR FILING

F-186 (20)

5937

June 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving the Cornell Road-Barnes Road Section of the Sunset Highway in Washington County, Project F-186(20), to Erland & Blickle Co. on the basis of the bid of $460,816.64 submitted on May 23, 1961.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

RECEIVED
JUN 19 1961
~~FOR FILING~~
5937

477 Cottage Street, N.E.
Salem, Oregon

June 14, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project F-186(20)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-186(20), Cornell Road-Barnes Road Section, Sunset Highway we hereby concur, as of this date, in award of Contract No., 5937 to Erland & Blickle Company, of Portland, Oregon, second low bidder in the amount of $460,816.64 at the May 23, 1961 bid opening.

The low bidder, C. R. O'Neil, had qualified his bids on this and another contract, stating he would not accept award of more than one contract at this letting. As shown by your comparison of the bids received, it was found to be in the public interest to make award to other than the low bidder. Accordingly we have concurred, with the approval of the Regional Engineer, in award of this contract to Erland & Blickle Company.

Porter

[illegible]

RECEIVED
JUN 15 1961
FOR FILING

Mr. Cooper

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-186 (20)

5937

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 14, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Status Report of Right of Way
Cornell Road-Barnes Road
Section
Sunset Highway
Washington County

Dear Sir:

This letter is a followup to our letter of May 1, 1961, setting forth preliminary status of right of way on the Cornell Road-Barnes Road Section of the Sunset Highway.

Filings have been completed today on all files which were previously listed as outstanding.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED
FORREST COOPER

RECEIVED
JUN 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 1961
FOR FILING

[illegible]

[illegible]

June 7, 1961

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing for the records and files of Washington County a fully executed copy of an agreement between the State Highway Commission and Washington County covering the Cornell Road-Barnes Road Section of the Sunset Highway in Washington County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
JUN 23 1961
FOR FILING

5937

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
June 7, 1961

Throughway Agreement
Cornell Road-Barnes Road Section
Sunset Highway
Washington County

Mr. C. G. Swenson
County & City Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a throughway agreement with Washington County covering the Cornell Road-Barnes Road Section of the Sunset Highway in Washington County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Washington County Court.

Secretary

rn
Attach: 1

FORM E-30 50M 7 60 29398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1961

SUBJECT: Throughway Agreement
Cornell Road-Barnes Road Section
Sunset Highway
Washington County

To: Mr. G. S. Paxson
OFFICE

Attached are two copies of an agreement covering the subject project. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/12/60.

John D Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright
Victor D. Wolfe

Mr. Fridley
Mr. Jackson
Please initial paragraphs
4 and 2 on page 2
F. Quiery

G S Paxson

RECEIVED
[illegible] 1961
FOR FILING

May 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

I write this in reply to your letter of May 5 in which you raise a question of lead time on Oregon Project F-186(20), Cornell Road-Barnes Road Section, Sunset Highway.

While I agree, in general, with the policy of allowing ample lead time for construction projects, the administration of a construction program sometimes requires a broader view than can be expressed by policy and procedure memoranda. It has always been our policy, within reasonable limits, to attempt to get projects under contract at such time of the year as will assure the work being done during the construction season and, if possible, completed in as short a period of time as feasible. There are many considerations back of this, such as disruption to the traveling public and use of the finished facility which, in many instances, shows a substantial economic saving to the traveling public.

I know that you are conversant with our thinking and have been extremely liberal in the help that you have given us which is sincerely appreciated. We have, as you doubtless know, attempted to work out our schedules so that adequate or reasonable lead time is assured in most projects.

The construction of a highway project seems to be getting more and more complex with, in some cases, seemingly endless maneuvers to be gone through before we can start moving dirt. It is easy to say "whoa" on a job but it takes a bit of doing to get it unstuck and to keep a program on schedule. If, at times, we do something to expedite a project so as to take advantage of a construction season, we would appreciate your indulgence which you have given us many times in the past.

The matter to which you refer has caused considerable discussion among our own group, all of whom have co-operated fully. I shall be glad to discuss this matter with you further at a conference should you wish.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Walter T. Wright

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1961

SUBJECT:

To:
Mr. Forrest Cooper
Deputy State Highway Engineer

Office

I return the copy of Mr. Polk's letter of May 5, which was forwarded to me, relating to the Cornell Road-Barnes Road Project and to lead time in general.

We don't look very good on this project; and, without any question, another month or six weeks of time would have measurably improved our position. We have not hollered "Whoa!" because of our belief that the project had to go at this letting or remain not completed when the fall rains begin.

We have, however, taken care of one of the principal points brought forth in Mr. Whitton's directive on lead time in that we have placed a hold order, which prevents the contractor from moving in on one house which we must acquire, until we have had time to come into possession and dispose it through Property Management.

On the subject of lead time in general, I can hardly disagree with Mr. Polk's statements. I know of no solution which will give us more lead time without a moratorium in lettings or a dramatic increase in manpower, both engineering and right of way.

Our conduct of the whirlwind courtship on occasional projects such as the Cornell Road-Barnes Road Project is undoubtedly causing a certain amount of unfavorable public comment and public relations. I will continue, in programming sessions, to lay the cards on the table when we have a tight situation and trust that someone will blow the whistle when this disadvantage outweighs any known advantages to letting a project at an earlier date.

NOTED
FORREST COOPER

I have, for our files, a copy of Mr. Polk's letter. I feel that it would be out of my province to make any direct reply to him on the subject of lead time. The letter, I trust, was forwarded to me for information rather than a work assignment.

L. I. Lindas
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:zg

cc Mr. L. I. Lindas

RECEIVED
MAY 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

May 5, 1961

C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

Management of Right-Of-Way Operations on Federal Aid Projects

Attached are copies of a recent Circular Memorandum from Federal Highway Administrator Rex M. Whitton. We refer particularly to his comments on adequate lead time to conduct proper negotiations with property owners. Your recent submission of State Right-of-Way Policies and Procedures, as required by PPM 21-4.1, indicated that lead time is generally minimal.

Recently we approved the P. S. and E. and authorization to advertise Oregon Project F-186(20), Cornell Road-Barnes Road Section, Sunset Highway. This action was taken reluctantly due to the number of unacquired parcels, many of which had not yet been appraised. It has been our observation that on projects where construction plan changes are being made it often happens that insufficient lead time is allowed between the plan changes and the State's request for approval of P. S. and E. and authorization to advertise. Undoubtedly more lead time would enable negotiators to acquire properties at the review appraisal and reduce the number of filings for condemnation.

The Bureau expects that the State adopt procedures that would prevent early advertising of projects where recent plans changes place great pressure on appraisers and negotiators to do a hasty job in order to meet a deadline. Ultimately the problem can only be solved by advanced construction planning. Your comments or suggestions as to what action can be taken to improve the present situation is requested.

Attachments

RECEIVED
MAY 9 1961
RIGHT OF WAY

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D.C.

March 27, 1961

CIRCULAR MEMORANDUM TO: Regional and Division Engineers

FROM: Rex M. Whitton, Federal Highway Administrator
22-00

SUBJECT: Management of Rights-of-Way Operations on Federal-aid Projects

A portion of the closing statement by the Chairman, Special Subcommittee on the Federal-Aid Highway Program of the Committee on Public Works, House of Representatives, United States Congress, on March 10, 1961, is quoted hereafter.

> "There is ample testimony in the record before us that is indicative of---
>
> Too little time for proper negotiations with the affected property owners;
>
> Too little acquisition before acceptance of bids and the awarding of contracts;
>
> Too little protection against vandalism;
>
> Too little time for orderly disposition, either by sale or salvage, of the buildings and improvements the State has taken over;
>
> Too little time for the removal of buildings;
>
> Too little recognition of the potential for recovery; and too little attention to the mandates in both Federal and State procedures which clearly were not followed.
>
> "We have dealt in these hearings with a situation where there has been a dissipation of an asset value running into considerable sums of money. Projecting the Florida experience into a national situation where some 500,000 to 600,000 parcels still remain to be acquired, and a great many of these in urban

(more)

sections, the implications are ominous unless immediate and affirmative action is taken to plug a leak which will literally drain away hundreds of millions of dollars that otherwise should go into highway construction.

"The Chair accordingly puts the Bureau of Public Roads and the States on notice that Congress expects such action will be taken forthwith."

Our Policy and Procedure Memorandums and the AASHO Informational Guide on Project Procedures contain carefully considered guidelines designed to assure good management in the acquisition of the necessary rights-of-way, its preparation for highway purposes including disposition of improvements thereon, and its subsequent preservation.

There must be no doubt in regard to the State's personnel and organization to properly conduct and manage the right-of-way phases of the construction of all Federal-aid projects. Our experience has shown this is the case generally. However, to be certain that inadvertently no project is inadequately supervised or managed as regards rights-of-way I am drawing this obvious necessity to your attention. Division and Regional Engineers and their staffs are to again review their present procedure to be certain that the States' plans and operations thereunder are always at a high level and thus will retain public confidence in the highway program at a maximum.

I call attention particularly to the following:

1. PPM 21-4.1. Sections 4-a-30; 4-a-35 5-n; 4-O(2)(h) and 6-e.

2. PPM 20-11.1
3. PPM 21-1. Sections 4; 8a(3)(b);
4. PPM 21-5. Section 4
5. PPM 21-6.3. Sections 9-d; 9-e; 9-f
6. PPM 21-7. Section 3-g
7. PPM 21-12. Sections 3a; 4; 4a; 6; 7
8. PPM 40-3.1. Section 4h
9. AASHO "Informational Guide on Project Procedures" November 26, 1960, pages 55-6[illegible].

RECEIVED
MAY 9 1961

FOR FILING
[illegible]
5734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1961

SUBJECT: Throughway Agreement
Cornell Road-Barnes Road Section
Sunset Highway
Washington County

To: Mr. G. S. Paxson
OFFICE

Attached are two copies of an agreement covering the subject project. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/12/60.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright
Victor D. Wolfe

RECEIVED
MAY 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. D. WOLFE

RECEIVED
MAY 3 1961
FOR FILING

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

May 1, 1961

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

Oregon Project F-186(20)
Cornell Road-Barnes Road Section, Sunset Highway

We have today approved the P. S. and E. documents for Oregon Project F-186(20), Cornell Road-Barnes Road Section, Sunset Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Approval of P. S. and E. and authorization to advertise are given in this instance despite the fact that a number of parcels of land needed for right-of-way still remain to be acquired. As brought out in your letter of this date, it appears the public interest will be best served by advertising the project for the May 23 opening. Present indications are that another opening will not be held before the last of July. Letting a contract after that date would not allow completion much before the end of the following construction season. We believe it reasonable to expect that all rights-of-way will be acquired before elapse of the time allowed for award of contract.

We are reluctant to authorize advertising a project with so many files outstanding. Under less pressing circumstances we would have refused to do so. The intent of paragraph 7c of PPM 21-12 is to permit such procedure only under exceptional conditions. This policy is emphasized in Instructional Memorandum 21-11-60 dated June 9, 1960.

The number of projects with a high percentage of right-of-way acquired at the advertising date has been greater for recent lettings in this State. We would like to see more projects with right-of-way fully acquired at that stage. It is believed this can be accomplished and generally at more reasonable settlement costs if a longer time is made available for appraisals and negotiations.

Porter

RECEIVED
MAY 2 1961
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F 186(20)

[illegible]

May 1, 1961

Mr. C. C. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Right of Way Status
Cornell Road-
Barnes Road Project

Dear Sir:

Twenty files are needed for this project, including two which relate to access rights only. Six of these files are closed as of this date.

Fourteen files remain outstanding:

No. 32313	Allen (Access Only)	$ 1
32078	Lehman	3,450
32314	Grunbaum	945
32315	Mather	32,000
32682	Mauer	13,000
32316	Bonneville Power	
32893 and 32894		
	Teufel	2,000
32317	Stalder (Access Only)	27,500
33037	Granquiest	180
33038	Rollings	2,000
33034	Morgan	2,000
33035	Riggi	6,000
33036	Nelson	2,000
33330	Bohren	23,000
		$114,076

Negotiations are not yet complete. We expect to clear this project for award by June 15 without infringing on the rights of the property owners.

NOTED
FORREST COOPER

We urge that consideration be given to permitting this project to be advertised in spite of its current right of way status. It appears that the May opening will be the last prior to the end of July. If construction cannot begin on this project prior to August 1, there appears no possibility of completing the work this year, with resultant winter hazard to traffic and inconvenience to abutting property owners.

It would appear in the best public interest to permit advertising of the project for the May 23 bid opening and in anticipation that award can be made by June 15.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:ag

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

RECEIVED

RECEIVED
MAY 2 1961

FOR FILING

[illegible]

5957

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1961

SUBJECT: Throughway Agreement
Cornell Road-Barnes Road Section
Sunset Highway
Washington County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

OFFICE

Attached are six copies of the above agreement, prepared in response to your request of April 27, 1961. Also attached is an extra exhibit map.

Additional copies of the agreement are available.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:bjk
Attachments
cc: L. I. Lindas

NOTED

MAY 2 1961
STATE [illegible]

RECEIVED
LU APR 27 1961

FOR FILING

[illegible]

2727

Salem, Oregon
4/27/61

Mr. L. I. Lindas
Chief Counsel
OFFICE

Throughway Agreement
Cornell Road-Barnes Road Section
Sunset Highway
Washington County

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division. Copies of the exhibit are attached.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

RECEIVED
APR 27 1961
FORM E-30 50M 7-60 29398
FOR FILING

F-176(21)

5939

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
4/27/61

SUBJECT: Throughway Agreement
Cornell Road-Barnes Road Section
Sunset Highway
Washington County

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of the subject agreement.

John D. Graham
County & City Relations Office Engr.

JDG:mm
Att.

APPROVED
[illegible]
Asst. Const. Engr.

NOTED

2-1053 Hughes Rd.-Monroe Sec., Pacific
Hwy. West, N. of Monroe.
#5938 1961

RECEIVED

March 5, 1962

FINAL COST ANALYSIS
Paving

Hughes Road-Monroe Section
Contract No. 5938

Contractor: Morse Brothers
Resident Engineer: S. F. Walters

Pacific Highway West
Prefix No. 2-1053

Item 5938	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excavation	23.88	Cu. Yd.	4.00	3.65	87.12	95.52
12" Concrete Pipe	16	Lin. Ft.	3.00	2.28	36.54	48.00
18" Concrete Pipe	10	Lin. Ft.	5.50	4.63	46.31	55.00
24" Concrete Pipe	68	Lin. Ft.	7.50	6.13	416.59	510.00
30" Concrete Pipe	10	Lin. Ft.	8.50	6.73	67.31	85.00
36" Concrete Pipe	36	Lin. Ft.	10.00	8.65	311.24	360.00
Pit Run Gravel in Shoulder Widen	11,676	Cu. Yd.	1.30	1.21	14,144.93	15,178.80
3/4"-0 Mat'l in Shldr. Widening	1,695	Cu. Yd.	2.82	2.50	4,240.00	4,779.90
Sprinkling	109	M-Gal.	3.00	2.93	319.47	327.00
Class "C" Asph. Concrete	11,634.025	Ton	6.25	6.07	70,595.48	72,712.66
RS-1 Asphalt	2.49	Ton	50.00	40.68	101.30	124.50
Extra for Paving Approaches	49	Only	25.00	22.06	1,081.26	1,225.00
Guide Posts, Type W-2	139	Only	6.15	6.15	854.85	854.85
PA#1 Move Mail Boxes	21	Only	14.50	10.68	224.25	304.50
PA#2 Adj. Catch Basins	1	Only	50.00	30.09	30.09	50.00
Force Account					1,969.51	1,969.51
					$94,526.25	$98,680.24

Gross Revenue	$ 98,680.24
Total Cost	94,526.25
Net Profit	$ 4,153.99

Net Profit equals 4.2% of Gross Revenue

DETAIL OF COSTS - Contract No. 5938

Labor:			
Labor		$ 18,778.54	
Labor Insurance		1,436.65	
Health, Welfare and Pension		549.72	$ 20,764.91
Materials:			
12" Concrete Pipe	16 Lin. Ft. @ $1.05	16.80	
18" Concrete Pipe	10 Lin. Ft. @ $2.15	21.50	
24" Concrete Pipe	68 Lin. Ft. @ $3.15	214.20	
30" Concrete Pipe	10 Lin. Ft. @ $3.64	36.40	
36" Concrete Pipe	36 Lin. Ft. @ $6.00	216.00	
Rock Purchased from Commercial Source		16,367.33	
Royalty on Pit Run Gravel		1,167.60	
Class "C" Asphaltic Conc. purchased from Commercial Plant		31,993.50	50,033.33
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		10,175.25	
Equipment Rental, Hired		6,055.95	
Gas, Oil and Grease		2,043.21	
Bond		629.53	
P.U.C.		275.90	
P.L. and P.D. Insurance		234.73	
Small Tools and Miscellaneous Supplies		1,125.78	
Move In, Freight and Cartage		733.85	
Home Office and General Overhead		2,453.81	23,728.01
		TOTAL COST	$ 94,526.25

Remarks - Contract No. 5938

This was a "State Project" calling for the paving of 5.17 miles of highway roadbed on the Hughes Road-Monroe Section of Pacific Highway West in Benton County.

The contract was bid and awarded June 27, 1961. Work started July 14th, and the project was completed September 12, 1961.

The contractor started with the installation of the culvert pipe July 14th and had this portion of the project completed July 18th.

The contractor started placing the pit run gravel in shoulder widening on July 18th, using four 8-cubic yard trucks, one 3/4-cubic yard shovel, cat #12 blade, one roller and one water wagon. The pit run gravel was obtained from a private pit on a royalty basis and was hauled with two owned trucks and two hired trucks. Good progress was made on this item.

The contractor purchased the 3/4"-0 crushed material from the Conser quarry on the Ferguson Road and also had the Class "B" asphaltic concrete mix stockpiled at this site. The contractor moved in his portable paving plant and started producing the Class "B" August 8th, completing same August 25th using nine trucks on the hauling, four owned - five hired, one Barber-Greene paver, three rollers, and one pilot car. Good progress was made on the paving. The contractor did more paving in the vicinity so classified it as a commercial set up.

Guide posts were installed by Mr. Foress at bid prices.

The contractor had good bid prices, good equipment and personal supervision, realizing a fair profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
NOV 1 1961
FOR FILING

5939

November 1, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5938 for paving the Hughes Road-Monroe Section of Pacific Highway West in Benton County was completed by the contractor, Morse Bros., on September 12, 1961, and was formally accepted by the Highway Commission on October 20, 1961.

Final payment in the amount of $2,901.32 will be released to the contractor on or after November 8, 1961. The total contract amount is $98,680.24, of which amount $1,969.51 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Morse Bros.,
P. O. Box 266
Lebanon
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 16, 1961

Section Hughes Road-Monroe

Highway Pacific West County Benton

Contractor Morse Bros.

Date of contract June 27, 1961

Date work started July 14, 1961

Project authorization $ 122,644.13

Exclusive of engineering $ 113,922.77

Kind of work Paving

Section prefix 2-1053

Contract number 5938

Specified work days 60

Work days used 47

Per cent of time elapsed 78 %

Estimated cost of completed project, exclusive of engineering $ 114,000

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 8,721.36

Engineering cost to date $ 6,000, 69 %

Date project was completed Sept. 12, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100			100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor worked 1 day shaping shoulders.

Sub contractor worked 2 days setting guide posts.

Project completed Sept. 12, 1961.

NOTED
JOHN R. OAKES

PROJECT COMPLETED

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
SEP 18 1961
NOTED- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.17			5.17
Miles partially completed					
Miles completed		5.17			5.17
Total estimated quantities (contract)		14,700			12,600
Total quantities corrected to date		13,200			11,500
Estimated quantities moved or placed to date		13,200			11,500
Average daily quantities		1,000			1,100
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	"		
Wednesday	"		
Thursday	shrs PM		
Friday	shrs		
Saturday			

RECEIVED
JUL 31 1961
FOR FILING
5938

FORM E-
COMMISSIONERS
M. K. McIV[illegible]
PORTLA[illegible]
KENNETH [illegible]
WASCO
GLENN L. JAC[illegible]
MEDFORD
FLOYD QUERY, [illegible]CRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 27, 1961

Morse Bros.,
P. O. Box 266
Lebanon
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5938, awarded June 27, 1961, for paving the Hughes Road-Monroe Section of Pacific Highway West in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

13-8314 Burns-Crane Rock Prod. Proj.
Burns-Crane Hwy.
#5939 1961

RECEIVED
JUN 29 1962
FOR FILING

[illegible]

5939

June 28, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment in the amount of $1,731.67 will be made to Arthur Simonsen & Co., on contract #5939 for the Burns-Crane Rock Production Project on the Burns-Crane Highway in Harney County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $70,594.80, including the post-final payment. There was no force account work performed in connection with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

BY:
C. W. Head, Assistant Secretary

de

cc: Arthur Simonsen & Co.,
2755 8th Street
Baker
Oregon

RECEIVED
MAY 31 1962

FOR FILING

-1314

5939

May 29, 1962

Mr. Arthur Simonsen
Arthur Simonsen & Company
3005 North Third Street
Baker, Oregon

Dear Mr. Simonsen:

Reference is made to your letter of May 26 which has to do with our previous letter of May 3 and which concerns Contract 5939, the Burns-Crane rock projection project.

It is not necessary that you submit any billing or do anything further in this matter as we are in the process of revising the figures and will submit the matter as a post-final estimate.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
L. R. Young - We assume that you are processing this matter.
F. B. Morgan
A. F. Parson

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA
A G C

Arthur Simonsen & Co.
General Contractors
3005 N. 3rd Street
Baker, Oregon

ARTHUR SIMONSEN
JA 3-5013

DAVID LAURANCE
JA 3-5783

May 26, 1962

Oregon State Highway Department
Mr. Forrest Cooper, State Highway Engr.
Salem
Oregon

Dear Sir:

Your letter of May 3, 1962 stating the adjustment to be made on Contract 5939 was very much appreciated. Adjustment mentioned meets our approval and will be acceptable as adjustment for all differences mentioned in our letter of March 26.

We would like to know if we are to make any special billing in order to collect this adjustment as final estimate on this contract has been signed and paid.

Again, we wish to thank you for your consideration which, even though not quite what we had felt entitled to, is still quite fair.

Very truly yours,

ARTHUR SIMONSEN & CO.

Arthur Simonsen
Arthur Simonsen
Partner

Porter

NOTED
L. PORTER

RECEIVED
MAY 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 22 1962
FOR FILING

5939

Salem, Oregon
May 21, 1962

Burns-Crane Rock Production
Contract No. 5939
Harney County

L. O. Johnson
Resident Highway Engineer

Please refer to Mr. Cooper's letter of May 3 to Mr. Arthur Simonsen and C. D. Cannon's letter of May 7 to F. D. Morgan regarding claims on the subject contract.

Enclosed is a copy of the final estimate No. 5. Payment has been made on quantities as represented on this final and it is to be used in making the adjustments allowed in Mr. Cooper's letter dated May 3, 1962.

L. H. Young
Office Engineer

DBP:lt

cc: F. D. Morgan
A. F. Parsons

RECEIVED
[illegible] 16 1962
FOR FILING

4939

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

SYMBOLS	
DL	Day Letter
NL	Night Letter
LT	International Letter Telegram

1201 (4-60)

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA190

PR SKA582 PD AR=FAX SPOKANE WASH 15 429P PDT:

1962 MAY 15 PM 3 5

=DEPT OF HIGHWAYS=
STATE OF OREGON SALEM ORG=

=ADVISE RETURN WIRE COLLECT DATE AND AMOUNT LAST ESTIMATE PAID TO ARTHUR SIMONSON AND CO CONTRACT #5939=

R A ROOD ASST REGIONAL CREDIT MGR STANDARD OIL CO W 422 RIVERSIDE AVE==

Gordon Whitcomb

March — #6 [illegible]
[illegible] payment — $1824.63
[illegible] to Contr — March [illegible], 1962

:#5939 422.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
	COLLECT			

Send the following message, subject to the terms on back hereof, which are hereby agreed to

File

Salem, Oregon
May 15, 1962 4:26 P.M.

R. A. Rood, Assistant Regional Credit Manager
Standard Oil Company
W. 422 Riverside Avenue
Spokane, Washington

Retel final payment in amount of $1,824.62 on Contract #5939 mailed to Arthur Simonsen & Company on March 26, 1962.

5 P.M. 5/15/62
Given over
telephone - No
messenger available.
JMC

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S

E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
	COLLECT			

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 15, 1962 4:26 P.M.

R. A. Rood, Assistant Regional Credit Manager
Standard Oil Company
W. 422 Riverside Avenue
Spokane, Washington

Retel final payment in amount of $1, 824.62 on Contract #5939 mailed to Arthur Simonsen & Company on March 26, 1962.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
General Files

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and the Telegraph Company as follows:

1. The Telegraph Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Telegraph Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents that the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Telegraph Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. The applicable tariff charges on a message destined to any point in the continental United States listed in the Telegraph Company's Directory of Stations cover its delivery within the established city or community limits of the destination point. Beyond such limits and to points not listed in the Telegraph Company's Directory of Stations, the Telegraph Company does not undertake to make delivery but will endeavor to arrange for delivery by any available means as the agent of the sender, with the understanding that the sender authorizes the collection of any additional charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee.

5. No responsibility attaches to the Telegraph Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Telegraph Company's messengers, he acts for that purpose as the agent of the sender; except that when the Telegraph Company sends a messenger to pick up a message, the messenger in that instance acts as the agent of the Telegraph Company in accepting the message, the Telegraph Company assuming responsibility from the time of such acceptance.

6. The Telegraph Company will not be liable for damages or statutory penalties when the claim is not presented in writing to the Telegraph Company, (a) within ninety days after the message is filed with the Telegraph Company for transmission in the case of a message between points within the United States (except in the case of an intrastate message in Texas) or between a point in the United States on the one hand and a point in Alaska, Canada, Mexico, or St. Pierre-Miquelon Islands on the other hand, or between a point in the United States and a ship at sea or in the air, (b) within 95 days after the cause of action, if any, shall have accrued in the case of an intrastate message in Texas, and (c) within 180 days after the message is filed with the Telegraph Company for transmission in the case of a message between a point in the United States and a foreign or overseas point other than the points specified above in this paragraph; provided, however, that this condition shall not apply to claims for damages or overcharges within the purview of Section 415 of the Communications Act of 1934, as amended.

7. It is agreed that in any action by the Telegraph Company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the Telegraph Company is authorized to vary the foregoing.

4-54

CLASSES OF SERVICE

DOMESTIC SERVICES

TELEGRAM
The fastest domestic service.

DAY LETTER (DL)
A deferred same-day service, at low rates.

NIGHT LETTER (NL)
Economical overnight service. Accepted up to 2 A. M. for delivery the following morning, at rates lower than the Telegram or Day Letter rates.

INTERNATIONAL SERVICES

FULL RATE (FR)
The fastest overseas service. May be written in code, cipher, or in any language expressed in Roman letters.

LETTER TELEGRAM (LT)
For overnight plain language messages, at half-rate. Minimum charge for 22 words applies.

SHIP RADIOGRAM
For messages to and from ships at sea.

RECEIVED

FOR FILING

5939

May 3, 1962

25

Mr. Arthur Simonsen
Arthur Simonsen & Company
3005 North Third Street
Baker, Oregon

Dear Mr. Simonsen:

Reference is made to your March 26 letter which concerned payment on several rock production jobs but in particular on Contract 5939, the Burns-Crane rock production project. Before replying, I have had this matter thoroughly investigated and analysed so that none of the facts would be overlooked.

Funds for projects of this kind are very carefully budgeted and no financing is available to cover overruns of any magnitude. While a modest overrun in one or two specific cases might be no cause for concern, if all rock production projects were to show overruns of even six per cent, the Department would find itself short of budgeted funds. This also would mean an excess of material in some locations which might result in a deficiency in others.

I wish to assure you that there is no deliberate attempt on the part of the Highway Department to take any advantage of you or any situation in connection with any of your State Highway Department contracts. So that you may have the benefit of any doubt in connection with Contract 5939, we are offering to void the price agreement and will pay you your unit bid price on 756.27 cubic yards of material which was in excess of the contract amount. The haul will also be recomputed so that you will receive proper credit for all the material in question.

The Department's offer of adjustment in this specific case does not mean that you can expect such consideration on other or future contracts. It is expected that as close a conformance to specification quantities that good construction practices permit will be accomplished; and our offer of adjustment in this case does not mean that we are changing any procedure or established practice.

As far as the haul road is concerned, I understand that you elected to use a route other than the one the State provided. You certainly had the right to construct any haul road that you felt desirable but there is no way that Highway funds can be used to compensate you, either directly or indirectly, for such a venture.

You mention several other instances on rock production jobs where you felt the Department had treated you unfairly. Whether or not a produced or manufactured material is a bargain depends entirely on whether it has use to the Department and, to some extent, as to where it might be located. The Highway Department can assume no obligation to acquire excess materials, regardless of what price they may be obtained for, unless such material can be used in connection with Highway Department activities.

We hope that we have at least partially clarified this situation. It is estimated that the adjustment we propose should net you approximately $1,700.00 on Contract 5939.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
Dean Swift
A. F. Parson - NOTE: Please get your semi-final back and resubmit after making the necessary corrections.

RLP:ajw hlb

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1962

SUBJECT: Assignment 55-RLP
Burns-Crane Rock Production
Contract No. 5939

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

Reference is made to a letter from Mr. Simonsen, contractor on this project, complaining about his treatment at the hands of our Engineers. I shall discuss each of his complaints in the order that they appear in his letter.

(1) He produced and stockpiled approximately 6% or 1025.18 cubic yards more material than set up in the contract. Of this amount, the Division paid the bid price of $3.74 for 268.91 cubic yards and paid costs only at an estimated value of $1.50 a yard for the remaining 756.27 cubic yards. Please see enclosed tabulation.

I believe that the Division acted in good faith in an attempt to break this contractor of the habit of overruning quantities on rock production jobs. However, they had not warned him beforehand that they would take this action. Furthermore, the overrun is relatively minor and in my opinion may result from an honest mistake on the contractor's part. Even though the contractor did sign a Price Agreement for this overrun at the $1.50 price, we believe that he should be compensated in full for the entire amount of rock he supplied at his bid price. If you agree, he would be entitled to $1,694.04 more.

(2) The Price Agreement was signed for an estimated 922.14 cubic yards. On recheck, it was found that this figure was incorrect and that the 756.27 cubic yards mentioned above is correct. The contractor has no valid complaint here, especially if you go along with number one above.

(3) The haul adjustment is unfair. This also depends on number one above. Without using the 756.27 cubic yards, it amounted to $57.06 in favor of the State. If we include all this material, it would amount to $19.33 in favor of the State. Mr. Simonsen would get an additional $37.73, which we recommend he be paid.

RECEIVED
APR 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

(4) Extra costs for constructing a haul road. Mr. Simonsen elected to use the quarry in a manner different from what we had envisioned. To do this he had to develop a new haul road, which he did. Since he has opened up the quarry at a certain place, we will attempt to get the right to use the haul road he used. Simonsen has no valid complaint here.

(5) We would not purchase his estimate of 1700 cubic yards of excess material on the Culver Junction-Crooked River paving project last year. This material, which has not been neatly stockpiled or measured, is all 3/4-1/4 material. Simonsen asked while crushing whether we wanted any excess and if we would pay for same at $1.00 a yard. He was told that we did not and would not. However, he still went ahead and crushed this material. Warfield says that it is probably worth $.25 a yard to him if it didn't have to go into his rock holding account. Since it would go in the holding account and he would then have to pay $2.51 a yard, he did not want it at all.

Since Simonsen was warned in this case, his claim should be denied.

(6) We would not pay $.25 a yard for 10-0 material on Contract No. 5895. As you know, 10-0 is of no value to us except occasionally as filler for A.C. Lately, we almost never use it even for that. Also, he was never told that we wanted the material.

We recommend that this claim also be denied.

In summation, we recommend that Simonsen's final for Contract No. 5939 be reworked, which will increase his final a total of $1,731.77, depending on a final check.

A rough draft to Simonsen is enclosed.

F. D. Morgan
Construction Engineer

By
FB Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachments

cc: L. H. Young
A. F. Parson
Dean Swift

CONTRACT NO. 5939 -- SEMI-FINAL QUANTITIES

SITE A -- M.P. 2.3

NONE

SITE B -- M.P. 17.1

Size	Bid Quantities	Remeasure Quantities	Overage	Remarks
1/2-1/4	2750	2902.56	152.56	Pd.for at $1.50 per yd.
1/4-0	2000	2121.62	121.62	Pd.for at $1.50 per yd.
1/4-10	850	874.84	24.84	Pd.for at bid price

SITE C -- M.P. 20.8

NONE

SITE D -- M.P. 26.8

3/4-1/2	1200	1287.50	87.50	Pd.for at bid price
1/2-1/4	2400	2509.43	109.43	Pd.for at $1.50 per yd.
3/4-0	3450	3606.57	156.57	Pd.for at bid price
1/4-0	5350	5722.66	372.66	Pd.for at $1.50 per yd.
TOTALS	18,000	19,025.18	1025.18 or 5.7%	

FORM 2-30 80M 3-61 34287

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 10, 1962

SUBJECT: Complaint:
Arthur Simonsen Company
Burns-Crane Rock Production
Contract 5939
120-K

To:
Mr. R. L. Porter
Assistant State Highway Engineer
Salem

Herewith report from Resident Engineer Johnson concerning Mr. Simonsen's complaint.

I wish to advise that Mr. Simonsen is a chronic complainer and is the type of contractor that has to be continually watched in order that we obtain specified material. I classify him as one of our poorest contractors.

Concerning the overrun of material, Mr. Simonsen is the type of individual that likes to overrun quantities and then expects full payment. This, as you know, is something that we continually guard against in order to stay within our authorizations. Also the material that overruns is always greater in the large rock, which is cheaper for the contractor to manufacture.

We have paid him $1.50 a cubic yard for the portions that we considered were deliberately overrun and allowed him contract unit prices for the smaller amounts which we thought were reasonable overruns. This reduction in unit price payments was not done maliciously to avoid haul adjustment in favor of the contractor, and we believe that the $1.50 per yard pays Mr. Simonsen for costs in manufacture of excess material.

Apparently, Mr. Simonsen did not feel too badly hurt inasmuch as he "copped" three of the last rock production projects.

Concerning the access road to the quarry, Mr. Simonsen was one of the contractors that would not examine the quarry previous to bidding. He elected to operate the quarry from the top rather than from the bottom as we had set up, thus he was unable to use our access road and had to get one of his own. In order for us to now use the quarry, we are going to have to purchase a new access road, where Mr. Simonsen already had an access. In fact, this is costing the State money. Apparently, Mr. Simonsen thought it was cheaper to go to the top of the quarry, therefore, any cost that he had in acquiring right of way was all his own choosing.

RECEIVED
APR 12 1962
OREGON
STATE HIGHWAY COMMISSION

We of course, know nothing of the other two projects as they were in Division IV.

We believe that Mr. Simonsen is a border-line operator and, therefore, is not entitled to any special consideration as all contractors in this Division are treated similarly and we do not allow large amounts of overrun on our rock production contracts.

A. F. Parson
Division Engineer

By H S Coulter

H. S. Coulter
Assistant Division Engineer

AFP/HSC:if
Encl.

cc: F. D. Morgan
L. C. Johnson

FORM E-30 50M 7-60 20305

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Burns, Oregon
April 5, 1962

SUBJECT: Complaint: Arthur Simonsen Co.
Burns-Crane Rock Production
Contract 5939

To:
Mr. A. F. Parson
Division Engineer
La Grande
Oregon

Herewith my comments on subject complaint:

A Price Agreement was made to purchase excess 1/2"-1/4" and 1/4"-0 crushed material in stockpiles at MP 17.1 and MP 26.81 for a price of $1.50 per cubic yard. The estimated quantities on the Price Agreement totaled 922.14 cubic yards. Due to an error in addition the amount of 922.14 cubic yards was reduced to 756.27 cubic yards on the final estimate. This reduction in quantity reduces the amount of payment to Mr. Simonsen by the $248.80.

Mr. Simonsen states that apparently the Agreement was made to make the haul adjustment fall in our favor rather than in his favor. The haul adjustment, as computed for Semi-final estimate, amounted to $57.06 in favor of the State. Had the haul adjustment been computed on all the material piled at the sites, the adjustment would have amounted to $19.33 in favor of the State, which would have been a savings of $37.73 to Mr. Simonsen.

Mr. Simonsen elected to use a haul road to the Quarry at a different location than the haul road specified. I have made a survey to enlarge the existing quarry, and also a survey along the haul road built by Mr. Simonsen, which eventually may lead to the acquisition of this haul road.

I do not feel that Simonsen has lost the money he states he has - actually the total amount of the project is $1,543.07 more than anticipated. There is no doubt in my mind that the stockpiles were deliberately over-run, thereby increasing the value of the project.

L. C. Johnson

L. C. Johnson
Resident Engineer

LCJ:dp

Arthur Simonsen & Co.
General Contractors
3005 N. 3rd Street
Baker, Oregon

ARTHUR SIMONSEN
JA 3-5013

DAVID LAURANCE
JA 3-5763

PLEASE RETURN TO
R. L. PORTER

March 26, 1962

State of Oregon
State Highway Department
Mr. Forest Cooper, State Highway Engr.
Salem, Oregon

Dear Sir:

We have signed the final estimate on Contract 5939 - Burns Crane Rock Production project, but are wondering if contractors are expected to make as many contributions in order to get a completion on a project as we were asked to do on this particular job.

In the first place, in order that we can be sure of the full amount in each stockpile, we placed approximately 6% more material in each pile than the amounts stipulated in bid items. Even though you can readily see this small amount of overrun is practically unavoidable, we were asked to sign a price agreement for 923 yards out of 1190 yards of the overrun. This was a loss to us of over $2050.00 and to top it all, the amount in the price agreement allowed no haul, apparently in order to cause the haul adjustment to change in favor of the State. It seems odd that the Highway Department is in such a state that this had to be done in order to deduct $57.06; the final dig we got on the last estimate was a deduction of $248.80 from the price agreement with no explanation as to why. Apparently some fault in measurement was the cause of this but with no explanation we can not know for sure. We definitely would not have signed this price agreement if the overrun on two separate piles of 2750 and 2400 showed only approximately 262 yards over the 5150 yards in the bid item. Just how do you get any closer?

The above-mentioned diferences plus the fact that we received no pay for approximately 6350 yard miles of haul to put this material in stockpiles, makes us wonder if fair dealing is the policy of the Highway Department, or are we to put a cost down in our bids to pay for unexpected deductions?

Porter

On this particular project we had to pay extra for permission to construct a road to reach the site, plus costly testing and development work in order to make satisfactory material. It is our understanding that the Highway Department is now going to take advantage of this road work to the site by purchasing right-of-way for this road along the route used by us. We know we are not entitled to any return on our cost for the road built to the site, but do feel that this should have received enough consideration that we shouldn't have been taken for approximately $2050.00 in material plus about $100.00 in haul adjustment which should have been in our favor instead of the State, except for the price agreement.

We are putting most of our gripes in this letter, so will also add the following.

Last year on our Culver Junction-Crooked River Paving project we had about 1700 cu. yds. of crushed material left after paving was completed. We tried to sell this material to the State Department for $1.00 per yard, which you can see should be considered a bargain, but if there is a chance to get something for nothing, this price is much too high.

Also, last year at Mitchell, Oregon on Contract #5895, we were asked by the Engineer to pile 10-0 material for payment of $.25 per yard on job completion. We were again promised payment for this material on the same basis, but were asked to level the pile so measurement could be made. Yardage was small here as we were well along with the project and were using the material to improve haul roads, when the Engineer was on the job and made the statement that this material was too good to waste in this manner. Amount lost here was only about $100.00 so probably shouldn't be mentioned even though it does make us wonder why these things have to be done in order to successfully operate the Oregon State Highway Dept.

You can see we have been deliberately taken for approximately $3700.00 since May of 1961; a goodly sum we feel. So if this is the policy of the Highway Department and Commission, Division Engineers and Resident Engineers should have a pat on the back as they haven't missed any chances.

Have spent considerable time wondering if advisable to write this letter as generally we feel that by absorbing these things we at least cause no trouble for the engineers under which we do this work, but it seems as though we whould be entitled to find out if it is the policy of our Highway Commission and State Highway Engineer to take as much as possible from the contractor, justified or not.

Please don't get mad and write us an answer by a mad Engineer, which is the attitude taken by an Engineer contacted on one of the items mentioned.

A little consideration as to your opinion is all we ask, and if some consideration could be given us to correct these items mentioned, we would be doubly pleased.

An answer to this letter would be greatly appreciated.

Very truly yours,

ARTHUR SIMONSEN & CO.
Arthur Simonsen
Arthur Simonsen
Partner

RECEIVED
MAR 26 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 19 1962
FOR FILING

Burns-Crane Section
Contract No. 5939

March 20, 1962

Burns-Crane Highway
Harney County

FINAL COST ANALYSIS
Rock Production
Contractor: Arthur Simonsen
Resident Engineer: L. C. Johnson

Item 5939	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Mat'l in S.P.	1,287.50	Cu. Yd.	3.74	3.16	4,064.73	4,815.25
1/2"-1/4" Mat'l in S.P.	5,150.00	Cu. Yd.	3.74	3.16	16,258.92	19,261.00
1/4"-#10 Mat'l in S.P.	874.34	Cu. Yd.	3.74	3.16	2,760.35	3,271.90
3/4"-0 Mat'l in S.P.	3,606.57	Cu. Yd.	3.74	3.16	11,386.20	13,488.57
1/4"-0 Mat'l in S.P.	7,350.00	Cu. Yd.	3.74	3.16	23,204.47	27,489.00
PA#1 1/2"-1/4" Mat'l in S.P.	261.99	Cu. Yd.	1.50	3.16	827.12	392.99
PA#2 1/4"-0 Mat'l in S.P.	494.28	Cu. Yd.	1.50	3.16	1,560.48	741.42
Liquidated Damages	9	Day		60.00		-540.00
Haul. Adj. Favor State	570	Yd. Mi.		0.10		- 57.00
					$ 60,062.27	$ 68,863.13

Gross Revenue	$ 68,863.13
Total Cost	60,062.27
Net Profit	$ 8,800.86

Net Profit equals 12.78% on Gross Revenue

NOTED
COOPER

MAR
OFFICE
STATE H

DETAIL OF COST - Contract No. 5939

Labor:		
Labor (All)	$ 16,136.84	
Labor Insurance	1,139.51	
Welfare and Pension	803.76	$ 18,080.11
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	16,055.33	
Gas and Oil	5,314.14	
Bond	403.92	
Explosives	4,546.50	
Home Office and General Overhead	2,696.69	
P.L. and P.D. Insurance	762.30	
Move In	3,464.36	
Miscellaneous Tools and Supplies	2,678.54	
Right of Way and Road Building	1,200.00	37,482.16
Hired or Subcontracted:		
Draper (Drill and Shoot)	4,500.00	4,500.00
TOTAL COST		$ 60,062.27

OPERATIONAL COST ANALYSIS - Contract No. 5939

Item	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	19,024.68	Cu.Yd.	3,887.78	0.204
Strip, Drill and Shoot	19,024.68	Cu.Yd.	10,827.09	0.569
Feed Crusher	19,024.68	Cu.Yd.	9,791.39	0.515
Crushing	19,024.68	Cu.Yd.	21,011.50	1.105
Haul and Pile	19,024.68	Cu.Yd.	12,332.01	0.648
R/W and Road Building	19,024.68	Cu.Yd.	2,212.50	0.116
TOTAL	19,024.68	Cu.Yd.	60,062.27	3.157

NOTE: Cost analysis of each size not possible as hours on production of each size rock not available and more than one size at a time was produced.

Remarks - Contract No. 5939

This was a "State Project" for the furnishing of approximately 18,000 cubic yards of crushed material in stockpiles for maintenance use on the Burns-Crane Highway in Harney County. The westerly end of the project was at the intersection of the Burns-Crane Highway with the Central Oregon Highway in the city of Burns and extended 28.91 miles easterly to the intersection of the Burns-Crane Highway with Main Street in the town of Crane.

The bid for this project was received June 27, 1961 and awarded the same day. The state furnished source of material was a new site and the contractor began prospecting and building a road into the site September 3, 1961. September 7, 1961 he began drilling 50 holes for a test shot which was set off September 15th. Drilling for production shot began September 18th and the contractor began moving the plant in on September 25th. This proved to be a slight hindrance as the quarry was not shot until October 6, 1961, and with the plant set up it was not possible to shoot the quarry heavy enough to get good surface breakage. Also, due to the uncertainty of quality of this site and to minimuze the risk, only enough was shot to supply about half the material thereby necessitating a second shot. This manner of pioneering the quarry resulted in a heavy drilling and shooting cost but in view of the quality of sources in that area, it is justifiable and costs there should drop appreciably in future operations.

The poor breakage of surface rock caused heavy feeding costs due to the large amount of oversize rock that had to be sorted and disposed. The crushing cost was only slightly affected by down-time in removing large chunks that would not feed through. The contractor purchased an easement for his road instead of building it on designated area but it is not felt that much additional expense was involved in this item.

The good profit of 12.78% was realized in spite of the high cost of shooting, feeding and liquidated damages.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED
MAR 12 1962

FOR FILING

5939

March 12, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5939, awarded to Arthur Simonsen & Co., for the Burns-Crane Rock Production Project on the Burns-Crane Highway in Harney County.

This contract was completed on January 8, 1962, and was accepted by the Highway Commission on March 2, 1962. Final payment in the amount of $1,824.62 will be released to the contractor on or after March 19, 1962. The total contract amount is $68,863.13 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Arthur Simonsen & Co.,
2755 8th Street
Baker
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 9, 1962

Section Burns-Crane

Highway Burns-Crane County Harney

Contractor Arthur Simonsen Co.

Date of contract June 27, 1961

Date work started Sept. 18, 1961

Project authorization $ 75,735.00

Exclusive of engineering $ 70,349.40

Kind of work Rock Production

Section prefix 13-8314

Contract number 5939

Specified work days 65

Work days used 74

Per cent of time elapsed 114 %

Estimated cost of completed project, exclusive of engineering $ 69,111.87

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 5,385.60

Engineering cost to date $ 4,124.20, 77 %

Date project was completed January 8, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						18,000 CY

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final Estimate submitted to Division office this week.

Final report.

NOTED
JOHN R. OAKES

NOTED
R. L. PORTER

FEB 13 1962

Signed L. C. Johnson

Address 252 South Date Ave., Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			28.91		
Miles partially completed					
Miles completed			28.91		
Total estimated quantities (contract)–			18,000		
Total quantities corrected to date			18,000		
Estimated quantities moved or placed to date			18,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			0		
Hours per shift			0		
Average force on project for week			0		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Snow		
Thursday	Rain		
Friday	Rain		
Saturday			

RECEIVED
JAN 19 1962
FOR FILING

5939

January 19, 1962

Archer Simonson & Co.,
2755 8th Street
Baker
Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 19, 1962, discussed with the Engineer your request for an extension of time on contract #5939. You requested 16 additional workdays within which to complete the Burns-Crane Rock Production Project on the Burns-Crane Highway in Harney County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 3 additional workdays, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. F. Parson
L. C. Johnson
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
JAN 5 1962
FOR FILING

5939

January 4, 1962

Oregon State Highway Commission

Request for Extension of Time
No. 3
January 19, 1962 Meeting

Gentlemen:

Arthur Simonsen Company, contractor for the Burns-Crane Rock Production project, Contract No. 5939, has requested an increase in the number of workdays from 65 to 75 days without the assessment of liquidated damages.

The contractor gives two reasons for his request: (1) Extra time needed to complete Contract No. 5910 at Long Creek; and (2) Confusion as to haul road and crusher site location.

On Contract No. 5910 at Long Creek, a Price Agreement eliminated 2,500 cubic yards of 3/4"-1/2" material, and increased the finer size materials in the amount of 2,100 cubic yards. Production of this extra amount of fine material to replace the coarser size required three extra days of crushing time.

Confusion as to haul road and crusher site location is considered to be the result of the contractor's own decisions, since he refused an offer by the Resident Engineer to accompany him over the site.

It is therefore recommended that an increase of only three workdays be allowed.

This matter will be on the agenda for the January 19 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. R. L. Porter
Mr. F. D. Morgan
GLD:fp ms

RECEIVED
FEB 19 1962
FOR FILING

5939

#3

Noted | DE | ADE | ADE | DOE
NOV 8 1961
REC'D DIV. OFFICE
LA GRANDE

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5939 Contractor Arthur Simonsen Co.

Highway Burns-Crane

Section Burns-Crane

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~It is recommended request be denied as reasons as stated in the letter of transmittal.~~

It is recommended the contractor be allowed an increase of three workdays for reason as stated on attached letter.

Jan 19, 1962 for 3 work days
K.F. Query

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Asst State Highway Engineer

Contract No.	5939
Project designation	Burns-Crane STATE State-Federal
Date awarded	June 27, 1961
Work started	September 18, 1961
Per cent completed	39% November 3, 1961 Date
No. of Workdays Allowed	65
No. of Workdays Used	62 November 3, 1961
No. of Added Workdays Requested	15

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 1, 1961

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 65 days to 75 days, within which to complete our Contract No. 5939, without the assessment of liquidated damages. The said contract is described as follows: Rock Production on Burns - Crane Highway in Harney County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Delay in starting project caused by extra time needed to complete Project No. 5910 at Lonecreek due to extra work and time needed to crush the smaller material in place of original plans as set at time Bid was submitted. Extra time for testing and building road to designated sight on this project far exceeded the anticipated work required as map was not understood to be exactly where crusher sight was supposed to be, extra stakes marked crusher sight proved misleading also. State designated road could not be used so private road had to be secured.

Respectfully submitted,

Arthur Simonsen & Company
Contractor

By Arthur [illegible]

CONSENT OF SURETY

Date Nov. 4, 1961, 19

We, United Pacific Insurance Co., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Lloyd [illegible]
Attorney-in-fact

[illegible] Agency
Resident Agent

(SEAL)

FORM E-30 50M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1961

SUBJECT: Request for Increase in Workdays.
Burns-Crane Highway
Rock Production
Contract No. 5939

To:
Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

Arthur Simonsen Company, contractor on the subject named project has requested an increase in the number of work days from 65 to 75 days without the assessment of liquidated damages.

The contractor gives two reasons for his request: (1) Extra time needed to complete Contract No. 5910 at Long Creek; and (2) Confusion as to haul road and crusher site location, resulting in more time than anticipated to develop these for use.

Pertinent dates on the Burns-Crane project are as follows:

June 27, 1961 - Contract awarded
July 7, 1961 - Workday count started
July 17 to August 11 - No workdays charged due to labor dispute
September 18, 1961 - Work started
December 1, 1961 - End of workday charges with 77 days charged, 12 over specified number of 65.

The Long Creek project mentioned by the contractor was also a rock production job. A Price Agreement on this project eliminated 2,500 cubic yards of 3/4-1/2-inch size material and increased the 1/2"-1/4" material from 3,600 cubic yards to 4,650 cubic yards, and the 1/4"-#10 size material from 6,000 cubic yards to 7,050 cubic yards; 2,100 cubic yards of the finer sizes were thus produced to replace 2,500 cubic yards of the 3/4"-1/2" size material.

The extra time required to crush the smaller sizes forms the basis for reason number one of the contractor's request. This extra time is estimated by the Cost Department to be not over three days. An allowance of 3 extra workdays is considered to be in order for this change.

Reason No. 2, confusion as to haul road and crusher site location, is considered to be the result of the contractor's own decisions, since he refused an offer by the Resident Engineer to accompany him over the site.

In view of the above, we recommend that an increase of only three workdays be allowed. If you concur in this action, the contractor will be assessed 9 days at $60.00 per day for a total of $540.00.

A rough draft of a letter to the State Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:fp

Attach.

RECEIVED
DEC 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 9, 1961

SUBJECT: Request for Increase in Workdays
Burns-Crane Rock Production
Contract 5939

To:

Mr. Tom Edwards
Construction Engineer
Salem

Herewith, contractors request for addional ten work days on subject contract. Also attached is Mr. Johnson's letter of transmittal in which he advises that contractor was not interested in looking over the site in company with the Resident; therefore, any confusion which Mr. Simonsen had was entirely his own fault. It is noted that Mr. Simonsen states that the designated haul road could not be used. This was caused by the contractor going on top of the quarry instead of coming in from the bottom where we had planned it.

Delay on his previous job in Long Creek is not considered justifiable reason for increase in additional work time. Therefore, it is recommended that his request be denied.

A. F. Parson
Division Engineer

AFP:gb

CONSTRUCTION DIVISION
RECEIVED
NOV 18 1961
NOTED ☐ ☑ ☐ ☒ ☐
CE ACE ACE CDE

REFERRED
Klaboe

Decker

FORM E-30 90M 7-60 20208

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Burns, Oregon
October 25, 1961

SUBJECT: Burns-Crane Rock Production
Contract 5939

To:

Mr. A. F. Parson
Division Engineer
LaGrande
Oregon

In reply to Arthur Simonsen's request for additional time to complete his project without penalty, ten days would not be adequate. Seventeen days would be required.

I have no knowledge of the situation at Long Creek, and as for the doubt in Quarry location, I believe that statement to be a bit erroneous. We offered to accompany Mr. Simonsen over Quarry site, but he refused, stating that he knew the location.

I do believe that there was some doubt in the Contractor's mind as how to work the site, thereby losing some time.

However, I would be in favor of granting extension of time, due to the fact that material will probably not be needed until next summer.

L. C. Johnson
L. C. Johnson
Resident Engineer

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 1, 1961

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 65 days to 75 days, within which to complete our Contract No. 5939, without the assessment of liquidated damages. The said contract is described as follows: Rock Production on Burns - Crane Highway in Harney County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Delay in starting project caused by extra time needed to complete Project No. [illegible] at Long Creek due to extra work and time needed to crush the smaller material in place of origional plans as set at time Bid was submitted.

Extra time for testing and building road to designated sight on this project for excess. the anticipated work required as map was not understood to be exactly where crusher sight was supposed to be, extra stakes marked crusher sight proved misleading also. State designated road could not be used so private road had to be secured.

Respectfully submitted,

Arthur Simonsen & Company
Contractor

By Arthur Simonsen

CONSENT OF SURETY

Date Nov. 4, 1961, 19

We, United Pacific Insurance Co., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Lloyd
Attorney-in-fact

[illegible] Agency
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5939 Contractor Arthur Simonsen Co.

Highway Burns-Crane

Section Burns-Crane

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~[illegible]~~

It is recommended the contractor be allowed an increase of three workdays for reason as stated on attached letter.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Ass't State Highway Engineer

Contract No.	5939
Project designation	Burns-Crane STATE State-Federal
Date awarded	June 27, 1961
Work started	September 18, 1961
Per cent completed	39%: November 3, 1961 Date
No. of Workdays Allowed	65
No. of Workdays Used	62 : November 3, 1961
No. of Added Workdays Requested	15

FORM E-
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL 18 1961
FOR FILING

12-83.14

5939

July 18, 1961

Arthur Simonsen & Co.,
2755 8th St.,
Baker
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5939, awarded June 27, 1961,
for the Burns-Crane Rock Production
Project on the Burns-Crane Highway
in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

15-8318 Union Cr. Rock Prod. Proj.,
Crater Lake-W. Diamond Lake Hwys.
#5940 1961

RECEIVED
JAN 10 1964

January 9, 1964

Mr. Al Weisensee
1005 Equitable Building
Portland 4, Oregon

Dear Mr. Weisensee:

As requested by phone, there is attached an excerpt from the Commission minutes pertaining to the acceptance of Contract No. 5940 awarded to Barney Helser Rock Production for rock production on the Crater Lake and West Diamond Lake Highways.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

Att.

RECEIVED
DEC 16 1963
FOR FILING

[illegible]

5940

December 16, 1963

Gray, Fredrickson & Heath
1005 Equitable Bldg.,
Portland 4, Oregon

Gentlemen:

We are returning contract #5940 awarded June 27, 1961, to Barney Helser Rock Production fot the Union Creek Rock Production Project on the Crater Lake and West Diamond Lake Highways in Jackson-Douglas Counties.

This contract has been certified as you requested in your letter of December 13, 1963.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Attach. (1)

GRAY, FREDRICKSON & HEATH
ATTORNEYS AT LAW

WENDELL GRAY
FLOYD A. FREDRICKSON
NATHAN J. HEATH
LLOYD W. WEISENSEE
JEROME R. BARTON
EUGENE D. COX

EQUITABLE BUILDING
PORTLAND, OREGON 97204
223-7247

December 13, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

Re: Contract 5940

Dear Mr. Query:

By letter of November 19, 1962, you furnished us with a copy of Contract 5940. We have filed suit on the bond against the contractor. It will be necessary for us to have a certified copy of the contract. We are, therefore, returning the contract with the request that it be certified and returned to us.

We also appreciate your furnishing us with an authenticated copy of the acceptance of performance dated October 25, 1962.

Very truly yours,

GRAY, FREDRICKSON & HEATH

Lloyd W Weisensee

Lloyd W. Weisensee

LWW:tw

Enclosure

RECEIVED
DEC 16 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 30 1963
FOR FILING

September 27, 1963

Glens Falls Insurance Company
Pacific Department
6th Floor, Mills Tower
San Francisco 4, California

Attention: Mr. R. L. Metcalf
Claims Manager

Gentlemen:

This is in reply to your letter of September 25 concerning the Barney Helser Rock Production Contract No. 5940 for rock production on the Union Creek Section of Crater Lake and W. Diamond Lake Highways in Jackson and Douglas Counties.

This contract was completed September 25, 1962, and accepted by the State Highway Commission on October 25, 1962.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

PORTLAND OFFICE
901 SOUTH EAST OAK STREET
TELEPHONE: BELMONT 5-8603
PORTLAND 14, OREGON

THE Glens Falls GROUP
INSURANCE WITH INTEGRITY

PACIFIC DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

September 25, 1963

Oregon State Highway Commission
Office of Floyd Query, Secretary
Salem, Oregon

File No. : 73 CB 628 57K
Principal : Barney Helser Rock Production
Obligee : Oregon State Highway Commission
Oregon State Highway Contract No. 4940

Gentlemen:

Will you kindly advise the date that the above numbered job known as "Union Creek Rock Production Project on the Crater Lake and West Diamond Lake Highways" was completed and the date formally accepted by the Oregon State Highway Commission.

Very truly yours,

R. L. Metcalf
R. L. Metcalf
Claims Manager

RLM/ks

Cee
please reply
TC

RECEIVED
SEP 26 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

Glens Falls Insurance Company
The National Life Assurance Company of Canada — Kansas City Fire and Marine Insurance Company
Members of the Glens Falls Group

RECEIVED
MAR 14 1963

FOR FILING

March 12, 1963

Glens Falls Insurance Company
925 Yeon Building
Portland 4, Oregon

Attention: Mr. John M. Coke

Gentlemen:

Attached are "Assignment of Claim" forms which you stated Barney Helser desires to use in assigning payments to Glens Falls Insurance Company on Contracts 6036 and 6049. Final payment on Contract 5940 was mailed out November 19, 1962.

One fully executed copy for each contract should be returned to this office. The assignment should be signed by the contractor and executed by a witness.

As you requested by phone, we will hold up final payment on Contract 6049 pending receipt of the assignment form.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc
Encls.

cc: C. H. Maison (2)
Attn: John Herr

Mr. Herr:
Please hold up the warrent on Contract 6049 which is to be paid after March 14.

FQ

RECEIVED
MAR 13 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5940

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 11, 1963

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $1,484.72 received from Standard Oil Company of California, Western Operations, Inc., for petroleum products furnished to Barney Helser Rock Production Company.

This appears to be in reference to the Barney Helser Rock Production Company Contract No. 5940 for rock production on Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
lc

Encl.

RECEIVED
MAR 1 1963
OREGON
STATE HIGHWAY COMMISSION

File # 4004

FILED
MAR 12 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAR 12 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

March 11, 1963

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $1,484.72 received from Standard Oil Company of California, Western Operations, Inc., for petroleum products furnished to Barney Helser Rock Production Company.

This appears to be in reference to the Barney Helser Rock Production Company Contract No. 5940 for rock production on Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

CWH:fkn

NOTED ON CARD
dc

RECEIVED
MAR 1 1 1963

FOR FILING

[illegible]

5940

March 11, 1963

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

A Notice of Claim dated March 7 has been received from Standard Oil Company of California, Western Operations, Inc., Portland, advising that Barney Helser Rock Production Company owes them for petroleum products in the amount of $1,484.72.

This appears to be in reference to the Barney Helser Rock Production Company Contract No. 5940 for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc Edward C. Larkins Agency
609 Mead Building
Portland 4, Oregon

NOTED ON CARD
dc

Barney Helser Rock Production
15535 N. W. Cornell Road
Beaverton, Oregon

CWH:fkn

March 11, 1963

Standard Oil Company of California
Western Operations, Inc.
520 S. W. Yamhill Street
Portland 7, Oregon

Attention: Mr. E. A. Hrdlicka
Regional Credit Manager

Gentlemen:

This is to acknowledge receipt of your letter of March 7 and your attached Notice of Claim in the amount of $1,464.72 for petroleum products furnished to Barney Helser Rock Production Company.

Your claim states this is in reference to the Barney Helser Rock Production Contract No. 5940 for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

So that there will be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the surety and the contractor of this filing.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Commissioners

NOTED ON CARD
lc

CWH:fkn

STANDARD OIL COMPANY OF CALIFORNIA
WESTERN OPERATIONS, INC.
520 S.W. YAMHILL STREET • PORTLAND 7 • OREGON
TELEPHONE CAPITOL 3-4161

E. A. HRDLICKA
REGIONAL CREDIT MANAGER
R. D. TAGGART
ASSISTANT REGIONAL CREDIT MANAGER

March 7, 1963

Certified Mail

Barney Helser Rock Production
Beaverton, Oregon
Oregon State Highway Contract
No. 5940

State of Oregon Highway Commission
Salem,
Oregon

Attention: Mr. C. W. Head, Assistant Secretary

Gentlemen:

We are enclosing our official notice of lien against the bond of Barney Helser Rock Production on the Oregon State Highway Contract 5940 described as "Rock Production, Union Creek Section of Crater Lake and W. Diamond Lake Highways in Jackson and Douglas County."

Please enter our claim in accordance with the provisions of the public laws covering this matter and contact our office if there should be some question in regard to this matter. Thank you for your assistance.

Very truly yours,

Regional Credit Manager

FBK:fe
Attachment

RECEIVED
OREGON
STATE HIGHWAY COMMISSION
NOTED
C. W. HEAD

NOTICE OF CLAIM AGAINST BOND

To the State of Oregon and to the Oregon State Highway Commission: -

NOTICE IS HEREBY GIVEN, that the undersigned, Standard Oil Company of California, Western Operations, Inc., has a claim for petroleum products in the sum of $1,484.72 against the bond taken from Barney Helser Rock Production Co., Principal, and Glens Falls Insurance Co., Surety, for the work of rock production, Crater Lake and West Diamond Lake Highway, Union Creek Section, Jackson-Douglas Counties, Oregon (Contract No. 5940).

Dated this 7th day of March, 1963.

STANDARD OIL COMPANY OF CALIFORNIA,
WESTERN OPERATIONS, INC.

By ______________________
Regional Credit Manager

RECEIVED
MAR 8 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 28 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 26, 1963

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $315.54 received from Gray, Fredrickson and Heath, Attorneys at Law, Portland, on behalf of Parr Equipment, Inc., for repairs and maintenance furnished to Barney Helser Rock Production.

This appears to be in connection with the Barney Helser Rock Production Contract No. 5940 for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

NOTED ON CARD

NOTED
C. W. HEAD

File #3999

FILED
FEB 27 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 27 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 2 8 1963
OREGON
STATE HIGHWAY COMMISSION

February 26, 1963

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $315.54 received from Gray, Fredrickson and Heath, Attorneys at Law, Portland, on behalf of Parr Equipment, Inc., for repairs and maintenance furnished to Barney Helser Rock Production.

This appears to be in connection with the Barney Helser Rock Production Contract No. 5940 for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
dc

Encl.

CWH:fkn

RECEIVED
FEB 26 1963

FOR FILING

February 26, 1963

Gray, Fredrickson & Heath
Attorneys at Law
Equitable Building
Portland 4, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of February 23 and the attached Notice of Claim of Parr Equipment, Inc., in the amount of $315.54 for repairs and maintenance furnished to Barney B. Helser Rock Production.

The claim states this is in connection with the Barney Helser Rock Production Contract No. 5940 for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing. In the interim, this information will be noted in our records, and we will advise the surety and the contractor of this filing.

Very truly yours,

NOTED ON CARD
Secretary
OREGON STATE HIGHWAY COMMISSION

cc Commissioners

CWH:fkn

February 26, 1963

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

A letter dated February 23, 1963, with claim attached has been received from Gray, Fredrickson and Heath, Attorneys at Law, Portland, on behalf of Paar Equipment, Inc., advising that Barney B. Helser Rock Production owes them for repairs and maintenance in the amount of $315.54.

This appears to be in reference to the Barney Helser Rock Production Contract No. 5940 for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
dc

Att.

cc Edward C. Larkins Agency
609 Mead Building
Portland 4, Oregon

Barney Helser Rock Production
15535 N. W. Cornell Road
Beaverton, Oregon

CWH:fkn

GRAY, FREDRICKSON & HEATH
(GRAY & LISTER)
ATTORNEYS AT LAW

WENDELL GRAY
FLOYD A. FREDRICKSON
NATHAN J. HEATH
LLOYD W. WEISENSEE

EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 3-7247

February 23, 1963

State Highway Department
Salem 10
Oregon

Attn: Floyd Query, Secretary

Re: Helser Contract #5940
Claim of Parr Equipment, Inc.

Gentlemen:

Enclosed for filing with the clerk or auditor is a claim pursuant to ORS279.528. Please acknowledge receipt and filing. Thank You.

Very truly yours,
Gray, Fredrickson& Heath

Lloyd W Weisensee
Lloyd W. Weisensee

Cle, please handle
7ó

NOTED
C. W. HEAD

RECEIVED
FEB 25 1963
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: The Oregon State Highway Department:

Notice is hereby given that the undersigned, PARR EQUIPMENT, INC., has a claim for the leasing of two trucks in the total amount of $2,640.00 on file. Claimant hereby gives notice that it has a further claim for costs of repairs and maintenance incurred by Barney B. Helser Rock Production in the sum of $1,194.34, less credits as follows:

Repairs - Witham Parts & Equipment Co. less credit for reasonable transmission repair chargeable to claimant.	$767.00	$1,194.34
Less credit for reasonable brake repair chargeable to claimant.	$101.80	[illegible] 878.80
		$ 315.54

against the bond taken from Barney B. Helser and Eva A. Helser, co-partners doing business under the firm name and style of Barney Helser Rock Production and the Glens Falls Insurance Company for the work of rock production pursuant to contract No. 5940 awarded July 7, 1961.

Dated and signed this 21st day of February.

PARR EQUIPMENT, INC.

By Gordon Rich, Pres.
Gordon Rich

RECEIVED
FEB 25 [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 14 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5940 —

December 11, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $2,640, received from Gray, Fredrickson & Heath, Attorneys, in behalf of their client, Parr Equipment, Inc., for leasing of equipment to Barney Helser Rock Production.

This appears to be in connection with State Highway Contract No. 5940 with Barney Helser Rock Production for rock production on the Union Creek Section of the Crater Lake and W. Diamond Lake Highways in Jackson and Douglas Counties.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

NOTED
C. W. HEAD

File # 3986

FILED
DEC 12 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 12 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

[illegible]
Ah

RECEIVED
DEC 13 1962
OREGON
STATE HIGHWAY COMMISSION

December 11, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $2,640, received from Gray, Fredrickson & Heath, Attorneys, in behalf of their client, Parr Equipment, Inc., for leasing of equipment to Barney Helser Rock Production.

This appears to be in connection with State Highway Contract No. 5940 with Barney Helser Rock Production for rock production on the Union Creek Section of the Crater Lake and W. Diamond Lake Highways in Jackson and Douglas Counties.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

Noted on card
F.P.

RECEIVED
DEC 12 1962
FOR FILING

11

5940

December 11, 1962

Gray, Fredrickson & Heath
Attorneys at Law
1021 Equitable Building
Portland 4, Oregon

Attention: Mr. Lloyd W. Weisensee

Gentlemen:

This will acknowledge your letter of December 7 and attached Notice of Claim of your client, Parr Equipment, Inc., in the amount of $2,640.00 for leasing of equipment to Barney B. Helser and Eva A. Helser, co-partners. The claim states that this is in connection with State Highway Contract No. 5940 with Barney Helser Rock Production.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of the claim.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

Noted on card
E.P.

December 11, 1962

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco 4, California

Gentlemen:

A letter dated December 7, 1962, with Notices of Claim attached, has been received from Gray, Fredrickson & Heath, Attorneys, Portland, advising that Barney B. Helser and Eva A. Helser, dba Barney Helser Rock Production, owe their client, Parr Equipment, Inc., for leasing of equipment in the amount of $2,640.

This appears to be in connection with State Highway Contract No. 3940 with Barney Helser Rock Production for rock production on the Union Creek Section of the Crater Lake and W. Diamond Lake Highways in Jackson and Douglas Counties.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Edward C. Larkins Agency
609 Mead Building
Portland 4, Oregon

Barney Helser Rock Production
15535 N. W. Cornell Road
Beaverton, Oregon
Commissioners

CWH:fp

Noted on card
F.P.

GRAY, FREDRICKSON & HEATH
(GRAY & LISTER)
ATTORNEYS AT LAW

WENDELL GRAY
FLOYD A. FREDRICKSON
NATHAN J. HEATH
LLOYD W. WEISENSEE

1021 EQUITABLE BLDG.
PORTLAND 4, OREGON
CAPITOL 3-7247

December 7, 1962

State Highway Department
Salem 10
Oregon

Attention Floyd Query, Secretary

Re: Helser Contract #5940

Gentlemen:

Enclosed please find an executed claim form which we ask to be filed with the clerk or auditor of the Highway Commission pursuant to the requirements of ORS 279.528. We would appreciate your acknowledging receipt of this claim and the filing thereof.

Yours very truly,

GRAY, FREDRICKSON & HEATH

Lloyd W Weisensee

Lloyd W. Weisensee

LWW:ja

Enc.

Cec, please reply
FQ

RECEIVED
DEC 10 1962
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: The Oregon State Highway Department:

Notice is hereby given that the undersigned, PARR EQUIPMENT, INC., has a claim for the leasing of two truck and bottom dump semi pieces of equipment in the sum of $2,640.00 itemized as follows:

1) 96 hours hauling, stockpiling, etc. @ $10.00 per hour	$ 960.00
2) 168 hours (Aug. 25--Sept. 25, possession without use--21 working days of 8 hours, one semi dump) @ $10.00 per hour	1,680.00
	$2,640.00

against the bond taken from Barney B. Helser and Eva A. Helser, co-partners doing business under the firm name and style of Barney Helser Rock Production and the Glens Falls Insurance Company for the work of rock production pursuant to contract No. 5940 awarded July 7, 1961.

Dated and signed this 7th day of December.

PARR EQUIPMENT, INC.

By Gordon Rich
Gordon Rich

RECEIVED
NOV 20 1962
FOR FILING

November 19, 1962

Glens Falls Ins. Co.
Pacific Coast Dept.
Mills Tower - 6th Floor
220 Bush St.
San Francisco 4, Calif.

Gentlemen:

A letter has been received from Gray, Fredrickson & Heath, Attorneys at law, Equitable Building, Portland 4, Oregon, advising us that Barney Heiser, contractor, owes their client, Parr Equipment Co., Inc. (amount not stated) for the leasing of equipment in connection with a rock crushing contract.

This appears to be in connection with the Barney Heiser Contract #5940 for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CH:al
cc:

Edward C. Larkins Agency
609 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
AL

Barney Heiser Rock Production
15535 NW Cornell Road
Beaverton, Oregon

Glenn L. Jackson
David B. Simpson

RECEIVED
NOV 20 1962

FOR FILING

15 8318

[illegible]

November 19, 1962

Gray, Fredrickson & Heath
Attorneys at Law
Equitable Building
Portland 4, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of Nov. 14, informing us that Barney Helser owes your client, Parr Equipment, Inc. (amount not stated) for the leasing of equipment in connection with the rock-crushing contract in Douglas County. From the description in your letter, it appears to be in reference to the Barney Helser Contract No. 5940 rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highway in Jackson and Douglas Counties.

This contract was completed Sept. 25 and was accepted by the Oregon State Highway Commission on Oct. 25, 1962. The final warrant in the amount of $1047.83 is now being prepared in the Accounting Division. The total contract amount, including the final payment will be $34,927.55.

As requested, we are attaching a copy of the contract and bond covering Contract #5940. This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CH:al
encl.

Noted on Card
11-19-62
A.L.

GRAY, FREDRICKSON & HEATH
(GRAY & LISTER)
ATTORNEYS AT LAW

WENDELL GRAY
FLOYD A. FREDRICKSON
NATHAN J. HEATH
LLOYD W. WEISENSEE

EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 3-7247

November 14, 1962

State Highway Commission
Salem
Oregon

Gentlemen:

Our client, Parr Equipment, Inc., leased two truck and semi-trailer dump rigs to Barney Helser, also known as Barney Helser Rock Products, of 15535 N. W. Cornell Road, Beaverton, Oregon, in connection with a rock crushing and stock piling contract on either or both Highways 62 and 230 in Douglas County between Diamond Lake and Medford in August and September of 1962. Our client has been paid nothing on the lease of this equipment, and we have been instructed to take appropriate legal action to enforce the claim of client.

Would you please advise us of the particulars regarding Mr. Helser's contract, including the balance, if any, remaining to be paid to Mr. Helser; and would you also furnish us with a copy of the bond required by ORS 366.400.

Thank you for your assistance.

Very truly yours,

GRAY, FREDRICKSON & HEATH

Lloyd W Weisensee

Lloyd W. Weisensee

LWW:tb

Ck
please reply
76

#5940

[illegible] #2956 — amt $1,047.83

Warrant being prepared
Sec. of State

Total Contract Amt. $34,927.55

RECEIVED
NOV 16 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 30 1962
FOR FILING

5940

November 2, 1962

Barney Helser Rock Production
15535 N. W. Cornell Road
Beaverton, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 1, 1962, discussed with the Engineer your request for an extension of time on Contract No. 5940. You requested 90 additional workdays within which to complete the rock production on Union Creek Section of the Crater Lake and N. Diamond Lake Highway in Jackson and Douglas Counties, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission denied your request for 90 additional workdays, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: L. R. Chandler
O. B. Jackmond
F. D. Morgan
L. H. Young
C. H. Maison

RECEIVED
[illegible] 1962
FOR FIL

5940

November 2, 1962

Glens Falls Insurance Company
Pacific Coast Dept.
Mills Tower, 6th Floor
220 Bush Street
San Francisco, California

Gentlemen:

On October 30, 1962, you were notified of the release of final payment on Contract No. 5940, awarded to Barney Helser Rock Production, for rock production on the Union Creek Section of the Crater Lake and N. Diamond Lake Highways in Jackson and Douglas Counties.

Final payment on this contract is $1,047.83 and the total contract amount is $34,927.55. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Barney Helser Rock Production
15535 N. W. Cornell Road
Beaverton, Oregon

Edward C. Larkins Agency
609 Mead Building
Portland 4, Oregon

RECEIVED
OCT 29 1962
FOR FILING

15-8318

5940

October 29, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed September 25 on Contract 5940. The contract was with Barney Halser Rock Production and was for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 25, 1962, and that you concur in this procedure at the Commission meeting on November 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ajw bbc

FORM E 30 50M 7-60 29306

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1962

SUBJECT: Acceptance of Contract

To: Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract 5940 with Barney Helser Rock Production for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties, completed September 25, 1962.

L. H. Young
L. H. Young
Office Engineer

CT:bb

cc: Floyd Query
C. H. Maison
F. D. Morgan

RECEIVED
OCT 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1962
FOR FILING

[illegible]

[illegible]

9

Salem, Oregon
October 24, 1962

Acceptance of Contract

Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract 5940 with Barney Melner Rock Production for rock production on the Union Creek Section of the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties, completed September 25, 1962.

L. H. Young
Office Engineer

CT:bb

cc: Floyd Query
C. H. Maison
F. B. Morgan

RECEIVED
OCT 24 1962
FOR FILING

15-8318

5940

October 23, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 9
November 1 Meeting

Barney B. Halser, contractor on the Union Creek Rock Production project on the Crater Lake Highway, Contract ~~5950,~~ 5940 requests an increase of 90 days in which to complete this project. The contract provided that all work be completed in 60 days, and he is now asking that this be extended to 150 days without the assessment of liquidated damages. His reason is that he was delayed by inclement weather on a federal-aid project at Glide.

Delays on other projects are not considered sufficient reason for granting extensions of time and, we, therefore, must recommend that his request be denied.

This matter will be on the agenda for your consideration at the November 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:AJW hlb

RECEIVED
NOV 30 1962
FOR FILING

9940

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 9940 Contractor Barney Kaiser Rock Productions

Highway Crater Lake and West Diamond Lake

Section Union Creek Rock Production

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~**or GRANTED**~~. The reasons for such recommendation are as follows:

It is the contractor's responsibility to provide the men and equipment to perform the work for which he has contracted regardless of other commitments.

Request denied 11-1-62
Floyd Query

Recommended for Approval:

J. H. Pullman Asst
Division Engineer

P. B. Klebe
asst
Construction Engineer or Bridge Engineer

Asst
State Highway Engineer

Contract No. 9940
Project designation State State-Federal
Date awarded June 27, 1961
Work started July 25, 1962
Per cent completed 100% 9/25/62 Date
No. of Workdays Allowed 60
No. of Workdays Used 147
No. of Added Workdays Requested 90

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

# 9

Oregon State Highway Commission
Salem, Oregon

Date September 26, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 150 days, within which to complete our Contract No. 5940, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Inclement weather which delayed our work on the Bureau of Public Roads Wolf Creek Project at Glide, Oregon from January 12, 1962 to April 23, 1962 for a total of 70 work days.

Respectfully submitted,

Contractor

By

CONSENT OF SURETY

Date September 26, 1962

We, GLENS FALLS INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GLENS FALLS INSURANCE COMPANY
by: Edward C. Larkins
Attorney-in-Fact
Edward C. Larkins
EDWARD C. LARKINS AGENCY
by: Edward C. Larkins
Resident Agent

(SEAL)

FORM E-31 90M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1962

SUBJECT: Extension of Time
Union Creek Rock Production Project
Crater Lake Highway
Contract No. 5940

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

Attached is a Contractors Request for Increase in Number of Workdays to Complete Construction Contract submitted by Barney B. Helser, contractor on this project. The contractor is requesting an increase of 90 days, from 60 to 150 days.

The reason cited by the contractor to justify this increase is that he was delayed by bad weather on a Bureau of Public Roads job at Glide. We do not normally consider delays on another project when determining the reasonability of a request for an extension of time, and, therefore, recommend that this request be denied.

This is a State Project, and no Bureau of Public Roads concurrence is required. A rough draft to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachment

cc: L. E. Young

RECEIVED
OCT 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 5, 1962

SUBJECT: Union Creek Rock Production
Douglas and Jackson Counties
Contract No. 5940

To: L. R. Chandler
Division Engineer
Office

Attached is "Contractors Request for Increase in Number of Workdays to Complete Construction Contract" on the subject project.

It is recommended that this request be denied. No workdays were charged during the period of January 12, 1962 to April 23, 1962 since the quarry site was inaccessible due to six to ten feet of snow in the project area. The Project was unavailable to the Contractor from October 27, 1961 to June 13, 1962. No workdays were assessed during this time interval.

OBJackmond
O. B. Jackmond
Resident Engineer

OBJ:jse
Attachment

P

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 12, 1962

Section Union Creek Rock Production

Kind of work Rock Production

Highway W. Diamond Lk. & Crater Lk. Hwy.

County Jackson & Douglas

Section prefix 15-8318

Contractor Barney Helser Rock Productions

Contract number 5940

Date of contract July 27, 1961

Specified work days 60

Date work started July 5, 1962

Work days used 147

Project authorization $42,581.25

Exclusive of engineering $39,553.25

Per cent of time elapsed 245 %

Estimated cost of completed project, exclusive of engineering $40,060.53

Estimated per cent overrun or ~~underrun~~ Over 1.3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $3,028.00

Engineering cost to date $3,454.34, 114 %

Date project was completed 9/25, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
——	——	——	——	——	——	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Stockpile volumes were computed and checked this week. Semi-final estimate complete and awaiting contractors approval of Price Agreement for purchase of excess materials at quarry site.

Estimated date of semi-final estimate: October 17, 1962.

NOTED
G. S. PAXSON

FINAL REPORT.

NOTED
R. L PORTER

CONSTRUCTION DIVISION
[illegible]
OCT 15 1962

Signed O. B. Jackmond
Address P.O.Box 1128, Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 10 1961
FOR FILING

5740

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9, 1961

Barney Holser Rock Production
15535 NW Cornell Road
Beaverton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5940, awarded June 27, 1961, for the Union Creek Rock Production Project on Crater Lake and West Diamond Lake Highways in Jackson-Douglas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

S-333(4) Adel-Blizzard Gap Sec., Adel-
Nevada State Line Road
#5941 1961

C. W. OGLE, COUNTY JUDGE
J. D. CORUM, COMMISSIONER
GEORGE H. JACKSON, COMMISSIONER

LAKE COUNTY COURT

STATE OF OREGON
LAKEVIEW, OREGON

RECEIVED
MAR 18 1966

March 17, 1966

State of Oregon Highway Department
Mr. Forrest Cooper, Engineer
Salem, Oregon 97310

Dear Mr. Cooper:

I have your letter of March 10 with regard to the judgment handed down by the court in favor of the contractors on the Adel-Blizzard Gap section of the Winnemucca Highway.

Needless to say, the reccomendation of the Highway Commission eiliminating Lake County from any part of this judgment is highly appreciated by this court. While the $67,500.00 is not a large sum of money for some counties, to Lake County this would mean postponement of some much needed projects.

I would like to express the thanks of the entire court for your intervention in the matter and for your constant help in projects affecting Lake County.

Sincerely,

C. W. Ogle

C. W. "Jim" Ogle, Judge

LAKE COUNTY COURT

NOTED
F.B. KLABOE

CWO:EIM:tr
cc: F.B. Klaboe

RECEIVED
MAR 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 14 1966
FOR FILING

S-333 (4)

5941

March 10, 1966

The Honorable C. W. Ogle
Lake County Judge
County Courthouse
513 Center Street
Lakeview, Oregon

Dear Judge Ogle:

Re: Contract No. 5941
Adel-Blizzard Gap Section
Adel-Nevada State Line Highway

The State Highway Commission, acting on Mr. Cooper's recommendation, approved payment of the entire judgment of $67,500 (plus interest and court costs) handed down by the Court in favor of the contractors on this project out of State Highway funds.

They appreciate your offer to pay $61,000 out of current and future FAS funds. However, it was their opinion that Lake County should not be penalized at the benefit of all advocates of the Winnemucca-to-the-Sea route.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
G. E. Rohde
C. H. Maison
F. D. Morgan
H. S. Cox
J. F. Putnam

RECEIVED
MAR 1 - 1966

FOR FILING
555(4)

5941

Salem, Oregon 97310
March 4, 1966

Mr. Forrest Cooper
State Highway Engineer
OFFICE

NOA Item, March 8 Meeting
Contract No. 5941
Adel-Blizzard Gap Section
Adel-Nevada State Line Highway

Judge Hicks handed down a verdict for the plaintiff, Miller and Hutchins, in the amount of $67,500. This is mostly to compensate the contractor for his alleged losses incurred when he was required to grade this project without sprinkling water.

You will recall that almost two times the quantities of water specified were used when the contractors' elected water hole went dry. He quoted a price of about $12 per thousand gallons for more water under a price agreement basis, and we told him to build the remainder of the road without water. At the end of the job we again allowed water on a force account basis. Our records show that this water cost $7.35.

Our legal staff and the Lake County District Attorney have studied the verdict carefully and determined that an appeal is not indicated.

Lake County is a party to the contract by the terms of an agreement between it and the State. When we undertook this contract, it was as a FAS County project, with the County agreeing to pay all costs over a specified sum. Since the contract itself exceeded this specified sum, the County is legally liable for the entire judgment.

Subsequent to the project, this road was traded to the State by the County for the Adel-Plush Road.

The County reluctantly has agreed to substantially live up to their contract by assigning future FAS funds to the State. This, however, does the State very little good, while imposing a severe hardship on the County. One last point; the judgment has been paid in the total amount of $68,470.72.

cc: R. L. Porter
Tom Edwards
C. H. Maison
F. D. Morgan
H. S. Cox

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

please file

ROUGH DRAFT FOR MR. COOPER'S SIGNATURE

R.H.P.

March 1, 1966

Oregon State Highway Commission

(Not sent)

~~Gentlemen:~~

~~Mr. Rohde has reported that the Judge in the case of the State Highway Department versus Miller and Hutchins handed down a decision which, if not appealed, would result in a judgment against the State in the total amount of $67,500 plus interest and court costs.~~

~~Lake County, a party to this contract, was contacted and has advised us that they agree with our legal staff that it would be inadvisable to appeal the decision to a higher court.~~

~~Acting on your instructions, we have, therefore, disbursed the sum total of $68,470.72, representing the entire judgment plus interest and court costs, to the court in full settlement of the judgment.~~

~~We have also contacted the Lake County Court in an attempt to collect this sum which our agreement with them obligates them to pay. They have offered a total settlement of $61,000 to be paid as follows: $13,000 to be allocated the State from 1966-67 FAS funds; and $16,000 to be allocated the State from FAS funds for the next three years.~~

While their offer is $7,470.72 less than our cost, we believe it is the best that can be accomplished, and will even cause some hardship to the County. It is, therefore, recommended that you approve this offer and authorize the engineer to handle the collection of the funds as proposed by the County.

This matter will be on the agenda for the March 8 Commission meeting.

FBK:srb

cc: Query
Porter - Edwards
~~[illegible]~~ Rohde
Patterson
Maison
Young
Morgan
Cox

FAS #699
Lake County

District Attorney
of Lake County
Oregon

CHICK CHALOUPKA
ATTORNEY AT LAW
P. O. BOX 230
LAKEVIEW, OREGON 97630

Telephone:
WHITEHALL 7-2221

February 11, 1966

Paid $68,470.72
$67,500 + int and cost.

Mr. H. S. Cox
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Cox:

This letter is written on behalf of the Lake County Court concerning the balance due on the Winnemucca Road and the judgment entered in behalf of Miller and Hutchins.

The court has instructed me to inform you that they are willing to accept your offer in settlement in the sum of $61,000.00 and propose to make payment as follows: $13,000.00 to be allocated from F.A.S. funds for fiscal 1966-67 and the sum of $16,000.00 from the next three fiscal years thereafter, making a total payment in the sum of $61,000.00. At the next meeting of the court on March 2, an order in accordance with the foregoing will be entered.

We trust that this will be sufficient to serve your purposes.

Kindest personal regards.

Yours very truly,

Chick Chaloupka
District Attorney of Lake
County

CC:jc

2-15-66
McKenney notified to
pay off judgement
JGK.

B/up
2-25

RECEIVED

RECEIVED
FEB 1[illegible] 1966
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Klaboe, Maison, Rohde,
Young, Edwards, Patterson
Putnam, Query

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Miller & Hidden vs State of Oregon

DATE: 6-7-66

TO: Mr Fred Klaboe.

FROM: H. S. Cox.

Called Judge [illegible] [illegible] and inquired as to their decision regarding proposal to pay 50% of Judgment from FAS federal funds.

Judge [illegible] [illegible] [illegible] discussed the "[illegible]" and [illegible] come to no decision.

I [illegible] [illegible] that Lake County Court make a decision and advise this office.

(SIGNATURE)

PLEASE REPLY HERE

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

#427

2-10

FORM 2-30X—30M—1-66 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 3, 1966

SUBJECT: Miller and Hutchins
vs.
State of Oregon
Case No. 51631
File L-3863

To: Mr. H. S. Cox
County-City Engineer
BUILDING

Please bring me up to date on Lake County's answer to your inquiry on this matter. Interest is mounting up.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. Victor D. Wolfe

FORM E-30 80M 7-64 SP*6229-724

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1966

SUBJECT: Miller and Hutchins
vs.
State of Oregon
Case No. 51631
Our file L-3863

To: Mr. Tom Edwards
Asst. State Highway Engineer
Building

This memorandum is merely to call to your attention that judgment was entered in the above entitled case on December 27, 1965. Our objection to the allowance of interest was allowed by the Court.

The time for appeal will expire on Wednesday, January 26, 1966. The judgment does bear interest at the rate of six percent from the date of entry, that is December 27, 1965. Interest is accruing at the rate of $11.25 per day.

J. ROBERT PATTERSON
Chief, Trial Section

JRP:ap

cc Mr. F. B. Klaboe

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

To
Klaboe is
handling

RECEIVED
JAN 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 6 - 1966

FOR FILING

S-333(4)
5944

January 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Judgment Order in connection with the E. Unit, Adel-Blizzard Gap Section, Project No. S-333(4).

This judgment is in favor of the plaintiff, Miller and Hutchins Contractors, Inc., in the amount of $67,500 plus the plaintiff's costs and disbursements in this action incurred, taxed and allowed. Although we had been notified of intent to file a claim on March 31, 1961, we still submitted our final voucher for the project. We receive many of these notices which in reality never materialize. Our policy in the past was to submit a semifinal voucher and when no claim was submitted, final out the project. This procedure was extra work and difficult to police so we discontinued the policy as not essential. We are now making a statement in the final voucher submission that there is a claim pending, in this case it was inadvertently omitted. This statement accomplishes nothing except to inform you that there is a claim pending.

This being a Secondary Road Plan Project, it isn't clear as to the necessity of receiving your approval to reopen the project and claim the amount paid under this judgment. It is our intention to submit a post-final voucher to reopen the project and claim the amount of the judgment order, consequently we desire your approval of the judgment for Federal Aid participation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

cc: Mr. F. B. Klaboe
Mr. C. H. Nelson
Mr. F. D. Morgan
Mr. R. N. Chase

9

RECEIVED
SEP 24 1962

FOR FILE

5941

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1962

SUBJECT:
Billing of Lake County Construction Obligations - Adel-Nevada State Line Section of the Warner Secondary Hwy.

To: Mr. C. H. Maison
Auditor

Building

About a year ago the State Highway Commission in Lake County entered into an agreement for the construction of this section of the highway with the provision that Lake County would either construct or pay for the construction of certain items. Mr. Dean Swift, Division Engineer, has advised me that the following items have been constructed by the State and either have been or should be billed to the County. The Department does not wish to transfer the right of way until such time as the County has paid for all items that we have constructed.

I would appreciate it if your office could advise me when the County has paid for the following items constructed by the State:

(1) Five painted stock guards constructed under Contract No. 5941 or 6061, four of which, I understand, the County has been billed for and one of which remains to be constructed.

(2) Headgates in the amount of $2,550.00 which were constructed under Contract No. 5819 or 5541, and as far as I know the County has not been billed.

(3) I also understand that irrigation ditches and canals were constructed under Contracts No. 5819 and 5541 and the amounts have not yet been billed to Lake County.

(4) There is also the matter of seeding of cut slopes and borrow by the State, and I understand that we have completed work on 15 miles of this but still have to seed on the remaining 22 miles.

I would appreciate being advised when all of the above items have been billed and collected from Lake County so that the transfer of right of way may be consummated.

G. E. ROHDE
Assistant Counsel

NOTED:
R. L. PORTER

JLS:jw

original back to Rohde
9-24-62

Contract 5941

State

RECEIVED
JUN 7 - 1962
FOR FILING

Project report number
8

For -2A
(5-3 -57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-25-62

te
Oregon

County
Lake

Project number
S-333(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 4**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project $ **272,760.00**

Revised Federal funds $ **173,288.00**

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **25** day of **May**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C. G. Polk
Division Engineer

By:
W. L. Anderson
Acting Administrative Manager

May 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Adel-Blizzard Gap Section, Project No. S-333(4).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:er

RECEIVED
AUG 13 1961
FOR FILING

8-11-61

Monthly Transaction No. 4-28	Fo. 1-2 (9-1 -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. 4	**FEDERAL-AID PROJECT AGREEMENT**	County **Lake**
		Project No. **S-333(4)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

St. Rd. Adel to Blizzard Gap

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**6-2-61**	**15.5**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **256,813**	Federal funds $ **161,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
~~Deputy~~ **State Highway Engineer**
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by Division Engineer **August 4, 1961**

USComm-DC 40257

August 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Adel-Blizzard Gap Section, Project No. S-333(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

July 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Adel-Blizzard Gap Section, Project No. S-333(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-333(4)

ADEL-BLIZZARD GAP SECTION OF THE ADEL-NEVADA STATE LINE ROAD IN LAKE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 3, 1961

Type Code 3210
Roadway (Sta. 126+36 thru equa. 493+96.09=488+78.48 to Sta. 963+87.33) (Contract 5941)

Selected Roadbed Topping	122,700 cu. yds.	$ 1.25	$153,375.00
Preparation of Base	15.54 miles	300.00	4,662.00
Cover Material in Binder Course	1,720 cu. yds.	4.00	6,880.00
Furnishing and Placing Aggregates	2,870 cu. yds.	5.00	14,350.00
MC-2 Asphalt	720 tons	55.00	39,600.00
200-300 Asphalt	275 tons	52.00	14,300.00
			$233,167.00
Flagging (57½% of Contractor's Cost)	All Required		$ 300.00
	Subtotal		$233,467.00
	10% Engr. & Cont.		23,346.00
	Total		$256,813.00

Length of Roadway	15.545 Miles
Length of 3 Structures	0.041 Miles
Total Length	15.586 Miles
Cost of Roadway Per Mile.	$16,520.61

Federal Funds	$161,000.00
State Funds	95,813.00
	$256,813.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

RECEIVED

March 1, 1962

Adel-Blizzard Gap Section
Contract No. 5941

FINAL COST ANALYSIS

Stone Base and Oiling
Contractor: Babler Brothers, Inc.
Resident Engineer: W. N. Hackleman

Adel-Nevada State Line Road
Prefix No. 119-1032
and Prefix No. 119-8300

Item 5941	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Selected Roadbed Topping	108,672.7	Cu.Yd.	1.25	1.03	111,992.14	135,840.88
Preparation of Base	15.54	Mile	300.00	124.20	1,930.05	4,662.00
Cover Mat'l in Binder Course	2,340	Cu.Yd.	4.00	4.03	9,427.28	9,360.00
Furnish & Place Aggregates	2,870	Cu.Yd.	5.00	4.89	14,032.19	14,350.00
MC-2 Asphalt	694.05	Ton	55.00	45.49	31,572.28	38,172.75
200-300 Asphalt	275	Ton	52.00	43.24	11,891.00	14,300.00
3/4"-1/2" Cr. Mat'l in S.P.	2,935.52	Cu.Yd.	2.50	3.045	8,938.76	7,338.80
1/2"-1/4" Cr. Mat'l in S.P.	1,973.26	Cu.Yd.	2.50	3.045	6,008.65	4,933.15
1/4"-0 Cr. Mat'l in S.P.	700	Cu.Yd.	3.00	3.045	2,131.52	2,100.00
PA#1 Extra for 200-300 Asphalt	336.25	Ton	52.00	43.24	14,539.38	17,845.00
Extra Mineral Aggregate	3,700	Cu.Yd.	5.00	4.89	18,090.28	18,500.00
PA#2 1/4"-0 Cr. Mat'l in S.P.	1,316.13	Cu.Yd.	1.00	3.045	4,007.66	1,316.13
EW#1 Flagging					216.69	121.72
					234,777.88	268,480.43

	Gross Revenue	Total Cost	Profit	Loss	% Profit	% Loss
Babler Bros.	171,449.43	143,468.16	27,981.27		16.3	
Reid Bros., Trucking	54,336.35	43,091.89	11,244.46		20.6	
Leroy Grote, Crushing	42,694.65	48,217.83		5,523.18		12.9
	$268,480.43	$234,777.88	$33,702.55		12.5	

DETAIL OF COST - Contract No. 5941

Babler Bros., Inc.

Labor:			
Labor		$ 31,813.31	
Labor Insurance		2,490.94	
Health, Welfare and Pension		1,631.72	
Travel Pay		1,594.99	$ 37,530.96
Materials:			
MC-2 Asphalt	694.05 Ton @ $26.25	18,218.81	
200-300 Asphalt	611.25 Ton @ $24.00	14,670.00	
Freight on Asphalt		19,772.22	52,661.03
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		16,060.55	
Equipment Rental, Hired		19,595.22	
Gas, Oil and Grease		10,009.54	
Freight and Cartage		3,739.96	
Bond and Insurance		1,191.32	
Small Tools and Miscellaneous Supplies		803.03	
Home Office and General Overhead		1,876.55	53,276.17
	TOTAL COST		$ 143,468.16

DETAIL OF COST - Contract No. 5941

Reid Bros., Hauling Costs

Labor:		
Labor and Insurance	$ 10,449.77	
Health and Welfare	492.30	
Travel Pay	468.00	$ 11,410.07
Equipment Rental, etc:		
Equipment Rental, Owned	12,036.36	
Equipment Rental, Hired	11,160.75	
Gas, Oil and Grease	8,077.19	
Bond	407.52	31,681.82
TOTAL COST		$ 43,091.89

$$\frac{43,091.89}{108,672.7 \text{ cu. yd.}} = \$0.396 \text{ per yard to haul}$$

CRUSHING COSTS - Contract Number 5941

Leroy Grote

Labor:		
Labor	$ 16,450.97	
Labor Insurance	1,515.43	
Health, Welfare, Pension and Travel	1,422.49	$ 19,388.89
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	14,680.70	
Equipment Rental, Hired	5,499.60	
Gas, Oil and Grease	4,016.48	
Bond	320.21	
Move In, Freight and Cartage	1,345.54	
P.L. and P.D. Insurance	315.84	
License and PUC	404.67	
Small Tools and Miscellaneous Supplies	734.04	
Home Office and General Overhead	1,511.86	28,828.94
TOTAL COST		$ 48,217.83

Average Cost per Cubic Yard

$$\frac{\text{Cost}}{\text{Cubic Yards}} - \frac{\$\ 48,217.83}{15,834.91} = \$3.045$$

Remarks - Contract No. 5941

This was a "Federal Aid Secondary Project" calling for the construction of 15.54 miles of selected roadbed topping, double bituminous binder course, 0-33 oil mat wearing surface, and furnishing 6,925 cubic yards of crushed materials in stockpile on the Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County. The contract was bid and awarded June 27, 1961. Work started July 12th and was completed October 21, 1961.

The contractor started moving in his equipment July 10th which consisted of one D-8 and dozer, one D-6 and dozer, one D-4 with two terrapac vibratory rollers, one tunnel loader, two blades and seven 20-yard hired truck and trailer units, plus additional equipment brought in later to expedite their work. The contractor worked two days getting the gravel pit stripped and loader tunnel in place then was shut down July 17th due to a labor strike, returning to work August 14th working two 8-hour shifts to make up the lost time. The contractor brought a sprinkling truck on to the job in hopes to be paid for any water that was used if needed, but being unable to receive any compensation he took it upon himself to put water on, more for a safety factor than for compaction. The hauling of select roadbed topping was subcontracted to Reid Bro. Trucking Company for $0.50 per cubic yard. The hauling and placing was completed September 18th.

Leroy Grote, being the subcontractor for furnishing crushed material, moved in his crusher and set up in a gravel and talus deposit approximately one quarter mile northeast of Station 485± and started crushing September 12th. The material from this source contained a large quantity of objectionable material causing the contractor to keep changing his source of supply to keep out of this material as much as possible. This source also had an over abundance of rejects.

The prime contractor moved in his oiling equipment which consisted of two distributors, one chip spreader, two 3-leg rollers, one rubber-tired roller, two to three blades, and four to six hired 10-yard dump trucks, and started placing the binder course September 19th, completing all of the oiling October 4th. Completion of crushing and cleanup was completed October 21st.

The contract shows a good profit except for the crushing which shows a loss due to changing pits, down time due to repairs, and the handleing of too much rejects.

M. N. Juve
Chief Cost Analyst

By

C. E. Layton

RECEIVED
JAN 11 1962
FOR FILING

January 10, 1962

General Insurance Co., of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5941 for stone base-oiling on the Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County was completed by the contractor, Babler Bros. Inc., on October 21, 1961, and was formally accepted by the Highway Commission on November 15, 1961.

Final payment in the amount of $7,718.01 will be released to the contractor on or after January 17, 1962. The total contract amount is $268,480.43, of which amount $121.72 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Babler Bros. Inc.,
4617 SE Milwaukie Avenue
Portland 2
Oregon

9

Form E-1--(Rev.)--

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 21, 1961

Section Adel- Blizzard Gap

Kind of work Stone Base and Oiling

Highway Adel-Nevada State Line Road County

Section prefix 119 - 1032

Contractor Babler Bros., ~~Int~~ Inc.

Contract number 5941

Date of contract June 27, 1961

Specified work days 56

Date work started July 12, 1961

Work days used 55

Project authorization $ 279,075.38

Per cent of time elapsed 98.2 %

Exclusive of engineering $ 259,230.02

[illegible]ted cost of completed project, exclusive of engineering . $ 268,571.29

[illegible]ted per cent overrun or u[illegible] 3.6 %

[illegible]nt of contract completed, based on estimated cost 100 %

[illegible]ering authorization $ 19,845.36

Engineering cost to date $ 13,600.00, 68.5 %

Date project was completed October 21, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

This Contract has been completed.

The semifinal estimate for this project is being submitted to the Division office on this date.

CONSTRUCTION DIVISION
RECEIVED
NOV 2[illegible] 1961
NOTED--

Signed

Address P. O. Box 948, Lakeview, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		15.59		15.59	
Miles partially completed		15.59		15.59	
Miles completed		15.59		15.59	
Total estimated quantities (contract)		127,290 CY	5,700 CY	995 T	
Total quantities corrected to date		117,582.7 CY	6,924.91 CY	1,305.30 T	
Estimated quantities moved or placed to date		117,582.7 CY	6,924.91 CY	1,305.30 T	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cold, Snow last night		
Tuesday	Cold		
Wednesday			
Thursday			
Friday			
Saturday			

(a)

5941

.BNMACM

BND ACG MCE 103 11-16-61 119PM

DEAN SWIFT
COPY TO C H MAISON

WE ARE AUTHORIZED TO OVERRUN OUR BLIZZARD GAP-DOUGHERTY SLIDE WORK ORDER BY THE AMOUNT NECESSARY TO ACCOMPLISH THE PROPOSED APPLICATION OF GRAVEL FOR SELECTED TOPPING BUT NOT TO EXCEED $10,000..

I A DEFRANCE

JRE
7,.-:.

NOTED
P. M. STEPHENSON

RECEIVED
NOV 17 1961
FOR FILING

5-33

5941

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
November 14, 1961

SUBJECT Blizzard Gap-Dougherty Rim Section
Winnemucca to the Sea

To:

Mr. I. A. DeFrance
Maintenance Engineer
State Highway Department
Salem, Oregon

Since talking to you on the telephone last week regarding progress and costs on the State contract job, Blizzard Gap-Dougherty Rim Section, Winnemucca to the Sea, I have a later and more complete picture of time and money which is as follows:

To and including Monday, November 13th, we have spent $136,021.00, with all major bills such as pipe and powder charged out.

Two of the large cats will be released this week and the entire grading will be finished Wednesday of next week. The full strength daily costs have been $1550.00, after the two cats are laid off daily costs will be $1,000.00.

Engineering costs for the resident engineer have not been charged and will total $4200.00.

Using this daily cost and remaining time, we find this job should total out approximately $149,800.00, which is very close to the $150,000 allocated.

To surface those sections necessary to carry traffic until such time as a surfacing contract can be let will require approximately 8,000 cubic yards of gravel. To place this gravel, I have estimated two weeks of ten trucks and two scoops, one cat and one blade. This will cost $10,000.00 and should be all that we need to finish what we set out to do.

DEAN SWIFT
Division Engineer

RECEIVED
NOV 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

DS:me
cc: Mr. Forrest Cooper

NOTED

RECEIVED
NOV 15 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. STEPHENSON

RECEIVED
OCT 26 1961
FOR FILING

5941

October 25, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 21, 1961, on Contract No. 5941, Adel-Blizzard Gap Section, in Lake County, in connection with Federal Aid Project No. S-333(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: H. S. Cox

RECEIVED
SEP 25 1961
FOR FILING

[illegible]

5941

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1961

SUBJECT: Adel-Blizzard Gap Section
Adel-Nevada State Line Road
Contract No. 5941

To:

MEMO TO THE FILES

The proposed typical section being constructed on this project consists of a 10-inch thick selected roadbed topping course topped with an 0-33 oil mat wearing surface. The selected roadbed topping has been placed and has underrun the quantities set up about $28,000 worth. This is due to the fact that the material has compacted considerably less than was anticipated.

The finished surface of selected roadbed topping lacks fines and presents a very rough texture. It is felt that the proposed 0-33 oil mat will be insufficient to level off this rough textured surface.

In order to assure an adequate facility, we therefore propose a change in the wearing surface. This change will consist of placing 3/4"-1/2" crushed rock on top of the MC-2 binder oil. We further propose to shoot this 3/4"-1/2" course with 200-300 penetration asphalt. After this 3/4"-1/2" course of material has been shaped and rolled, we will continue with the 0-33 oil mat as planned. It is estimated that the cost of the additional 3/4"-1/2" material and the additional oil will amount to approximately $25,000. This will not overrun the contract amount as it is offset by the $28,000 underrun on the selected roadbed topping item.

Mr. Swift is executing with the contractor a Price Agreement to cover the additional materials that will be required. He has attempted to secure from the contractor a price somewhat less than his bid without success. However, the contractor will perform the work at his bid price of $5.00 per cubic yard for furnishing and placing aggregates and $52 a ton for 200-300 asphalt.

Mr. Swift will decide after contact with the contractor whether or not he desires to eliminate some or all of the 3/4"-1/2" crushed material in stockpile planned under the non-participating portion of the contract.

This matter has been discussed this date with District Engineer

NOTED

Martin of the Bureau of Public Roads and has his approval.

Tom Edwards
Construction Engineer

By
FB Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:lp

cc C. G. Polk
Forrest Cooper ✓
A. E. Johnson

RECEIVED
SEP 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1961
FORM [illegible]
FOR FILING

5941

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1961

SUBJECT Blizzard Gap-Nevada Line

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Under separate cover I am sending directly to Mr. Hackleman in Lakeview copies of aerial topog maps at scale of 1"=400' covering the section from Blizzard Gap to Doherty Slide and from Doherty Slide easterly a few miles, also copies of the 1"=100' topog map of the Doherty Slide area. On one copy of each of these I have shown the stationing as we know it--the line as staked by the County, by Stratton, and the projection up Doherty Slide.

These are being sent to Mr. Hackleman in the hope that he can establish what exists in the field--approximately what stationing is being used on the maintenance reports, approximate limits of county construction, and any notes of interest which he might add--such as current status of maintenance, construction, etc. I would like to have him put this data on one copy of each map and return to me--keeping the others for his own use.

Presumably we will then be able to make up one map here with the stationing being used, and can prepare the filing map required for the right of way.

I have previously requested, by phone, any county field notes which he might have so that continuity might be established to the Nevada line since I believe that theirs is the only line that goes all the way.

Tom Edwards
Construction Engineer

By

ADOlson

A. D. Olson
Asst. Chief Locating Engineer

ADO:jk
cc: Mr. Stevenson
Mr. Hackleman
Mr. De France

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1961
FOR FILING

5941

August 11, 1961

U. S. Treasury Department
Internal Revenue Service
Office of the District Director
Umatilla County Court House, Room 114
Pendleton, Oregon

Attention: Mr. H. E. Pattison

Gentlemen:

This is to acknowledge receipt of your letter of Aug. 8 concerning Reid Bros. Trucking Co., Inc or E. W. Reid & Sons.

Our records do not show these firms as prime contractors. Our Construction Division informs us that Reid Bros. are doing some subcontract work under Babler Bros., Inc., prime contractor, in connection with State Highway Contract No. 5941 for stone base and oiling the Adel-Blizzard Gap Section of the Adel-Nevada State Line Road in Lake County.

We do not have the mailing address of Reid Bros. However, the address of Babler Bros., Inc., is 4617 S. E. Milwaukie Ave., Portland 2.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

U. S. TREASURY DEPARTMENT
INTERNAL REVENUE SERVICE
OFFICE OF THE DISTRICT DIRECTOR
Room 114
Umatilla County Court House
Pendleton , Oregon

IN REPLY REFER TO

August 8, 1961

State of Oregon
Highway Separtment
Highway Building
Salem , Oregon

Re: Reid Bros. Trucking Co. Inc.
E. W. Reid Bros & Sons

Pendleton , Oregon

Sirs :

It is my understa nding that a Reid Bros. Trucking Co. Inc. or E. W. Reid & Sons have a contract with the Highway Department as a prime contractor or as a sub- contractor .

This organization is indebted to the Government for certain Federal taxes . I have been unable to contact them as I do not have therir present address , nor with whom they have a contract for highway construction .

Do you have their present address ?. ✓

Do they have a prime contract with the Highway Department , if so is the Highway Department indebted to the contractor , if so in what approximate amount?. ✓

If they are acting as a sub- contractor who is the prime contractor with whom they hav a contract ?. ✓

Your information will be a ppreciated . I thank you .

Yours truly

H. E. Pattison R/ O

Cec,
please reply
76

#5971
Butler Bros.

THE FEDERAL CIVIL SERVICE
75 YEARS OF SERVICE TO AMERICA
1883 1958

RECEIVED
JUL 19 1961

~~FOR FILING~~

5941

July 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 12, 1961, on Contract No. 5941, Adel-Blizzard Gap Section, in Lake County, in connection with Federal Aid Project No. S-333(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

DBP:bm

RECEIVED
JUL 11 1961
FOR FILING
5941

FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 11, 1961

Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5941, awarded June 27, 1961,
for stone base-oiling the Adel-Blizzard
Gap Section of the Adel-Nevada State
Line Road in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

22-1009 Crabtree Corner-Lebanon Sec.
Santiam Hwy. E. of Albany
#5942 1961

March 5, 1962

Crabtree Corner-Lebanon
Contract No. 5942

FINAL COST ANALYSIS
Grading and Paving
Contractor: Morse Brothers
Resident Engineer: H. N. Hoover

Santiam Highway
Prefix No. 22-1009

5942

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	450.00		450.00	450.00
Drainage Excavation	75.95	Cu. Yd.	5.00	5.00	379.75	379.75
Special Borrow Excavation	2,940	Cu. Yd.	1.35	1.35	3,969.00	3,969.00
General Excavation	3,857.1	Cu. Yd.	0.80	0.80	3,085.68	3,085.68
Extra for Select. Subgrade Mat'l	1,987	Cu. Yd.	0.20	0.20	397.40	397.40
12" Concrete Pipe	111	Lin. Ft.	2.25	2.25	249.75	249.75
18" Concrete Pipe	72	Lin. Ft.	4.50	4.50	324.00	324.00
Guide Posts, Type W-2	163	Only	6.15	6.15	1,002.45	1,002.45
Coarse Cr. Mat'l in Base	2,866	Cu. Yd.	2.45	2.45	7,023.17	7,023.17
Pit Run Gravel in Base	70.6	Cu. Yd.	1.85	1.85	130.61	130.61
3/4"-0 Mat'l in Base	3,831	Cu. Yd.	2.60	2.60	9,960.60	9,960.60
Sprinkling	59.5	M-Gal.	3.00	3.00	178.50	178.50
SS-1 Asphalt in Sprinkling	470	Gall.	0.35	0.25	117.55	164.50
Class "B" Asph. Concrete	13,801.53	Ton	5.50	4.64	64,045.79	75,908.42
RS-1 Asphalt	2.49	Ton	45.00	44.24	110.15	112.05
Extra for Paving Approaches	126	Each	25.00	22.86	2,879.85	3,150.00
PA#1 Move Mail Boxes	23	Each	14.50	11.45	263.38	333.50
Force Account					1,548.99	1,548.99
					$96,116.62	$108,368.37

Gross Revenue	$ 108,368.37
Total Cost	96,116.62
Net Profit	$ 12,251.75

Net Profit equals 11.3% of Gross Revenue

DETAIL OF COSTS - Contract No. 5942

Labor:		
Labor	$ 9,804.20	
Labor Insurance	801.98	
Health and Welfare	306.87	$ 10,913.05
Materials:		
Class "B" Asph. Concrete purchased from Commercial Plant	44,183.70	
RS-1 Asphalt	79.98	
SS-1 Asphalt	56.40	44,320.08
Equipment Rental and Miscellaneous Supplies:		
Equipment Rentals, Owned	6,298.03	
Equipment Rentals, Hired	2,686.26	
Gas, Oil and Grease	872.80	
Bond	674.80	
P.U.C.	98.50	
P.L. and P.D. Insurance	122.55	
Small Tools and Miscellaneous Supplies	145.70	
Move In, Freight and Cartage	310.65	
Amt. pd. Mr. Foress for installing Guide Posts	1,002.45	
Amt. pd. M. Salmon for the Clearing, Excavation, and furnishing & Placing all the Crushed Gravel	25,420.70	
Home Office and General Overhead	3,251.05	40,883.49
TOTAL COST		$ 96,116.62

Remarks - Contract No. 5942

This was a "State Project" calling for the grading of .21 mile and paving of 6.10 miles of highway roadbed on the Crabtree Corner-Lebanon Section of the Santiam Highway in Linn County.

The contract was bid and awarded June 27, 1961. Work started August 1st and the project completed October 26, 1961.

Items #1 through #12 were performed by M.O. Salmon who had one D-7 cat and dozer, one 3/4-cubic yard dragline shovel and two 8-cubic yard trucks to do the excavation. He also furnished and placed the crushed gravel on this project using five 8-cubic yard trucks, one grader, one roller, and one water wagon.

The contractor had a portable paving plant considered a commercial set up at the Albany Rock Products stockpile site. They produced one half of the quantity from this set up then moved the plant to Lebanon to their own stockpile site to complete the project. Good progress was made on the paving.

The contractor did all the shoulder work and placed the paved approaches. Guide posts were installed by Mr. Foress at the bid price.

The contractor had good bid prices, good equipment, and personal supervision, realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
DEC 20 1961
FOR FILING

5942

December 19, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5942 for grading-paving the Crabtree Corner-Lebanon Section of the Santiam Highway in Linn County was completed by the contractor, Morse Bros., on October 26, 1961, and was formally accepted by the Highway Commission on November 15, 1961.

Final payment in the amount of $3,213.80 will be released to the contractor on or after December 26, 1961. The total contract amount is $108,368.37, of which amount $1,548.99 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Morse Bros.,
P. O. Box 266
Lebanon
Oregon

22-1[illegible]

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 18, 1961

Section	Crabtree Corner - Lebanon	Kind of work	Grading & Paving
Highway	Santiam County Linn	Section prefix	22-1009
Contractor	Morse Bros.	Contract number	5942
Date of contract	June 27, 1961	Specified work days	70
Date work started	Aug. 1, 1961	Work days used	70
Project authorization	$136,125.56	Per cent of time elapsed	100 %
Exclusive of engineering	$1[illegible]7 126,445.52		

Estimated cost of completed project, exclusive of engineering $ 116,008.87

Estimated per cent [illegible] underrun 12.5 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 9,608.04

Engineering cost to date $ 6,500.00, 68 %

Date project was completed Oct. 26, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office force worked 3 man days on the semi-final estimate.

Semi-final estimate delivered to the Division Office Tuesday Nov. 14, 1961.

Final Report

NOTED
JOHN R. OAKES

Signed H. N. Hoover

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.21	6.10			6.10
Miles partially completed					
Miles completed	0.21	6.10			6.10
Total estimated quantities (contract)	7,200	7,170			15,5000
Total quantities corrected to date	6,800	6,767			13,800
Estimated quantities moved or placed to date	6,800	6,767			13,800
Average daily quantities	800	600			1,250
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
JUL 31 196[illegible]
FOR FILING
5942

FORM 2-1[illegible]
COMM[illegible]
M. K. McIVE[illegible]
PORTLAND
KENNETH N. F[illegible]
WASCO
GLENN L. JACKSO[illegible]
MEDFORD
FLOYD QU[illegible]RY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 27, 1961

Morse Bros.,
P. O. Box 266
Lebanon
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5942, awarded June 27, 1961, for grading-paving the Crabtree Corner-Lebanon Section of the Santiam Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

S-53(5) Follyfarm Sec., Crane-Scotts
Butte Hwy. S.E. of Princeton
#5943 1961

RECEIVED
UG 17 1962
FOR FILING

[illegible]

5943

August 17, 1962

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

Contract #5943 awarded to Warren Northwest, Inc., for paving the Follyfarm Section of the Crane-Scotts Butte Secondary Highway in Malheur-Harney Counties was completed on July 16, 1962, and accepted by the Highway Commission on August 9, 1962.

Final payment, in the amount of $6,274.69 will be released to the contractor on or after August 24, 1962. The total contract amount is $211, 008.18 including $1,851.77 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland 4, Oregon

cc: Warren Northwest, Inc.,
P. O. Box 5072
Portland 13
Oregon

RECEIVED
AUG 20 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Follyfarm Section
Crane-Scotts Butte Highway
Malheur County
Contract No. 5943
Oregon S-53-5

Dear Sir:

The Follyfarm Section of the Crane-Scotts Butte Highway (Contract No. 5943, Oregon S-53-5) is an asphaltic concrete overlay project. The specifications call for 92 per cent relative compaction.

On July 9, our Assistant Engineer of Materials, O. A. White, reported that 11 out of 15 cores taken from the project failed to meet the required compaction, with the average of all tests made to date being 91.4 per cent. Mr. White also observed that in certain spots the unstable condition of the old pavement would not permit further rolling of the overlay without excessive "working" of the base, and excessive deflection of the new pavement.

On July 16, rolling was stopped by the Resident Engineer after noting distress at certain locations. This distress was also observed by our Division Engineer, Mr. A. F. Parson, on July 19, who issued instructions to do not more rolling on the project.

Previous observations and experiences on several projects of this nature indicate an increase in deflection under load immediately after paving. This is believed to be due to the hot application of fresh pavement drawing moisture to the top of the aggregate base, a condition which improves with age.

NOTED
R. L PORTER

It is our opinion that continued rolling in an attempt to obtain the minimum specified compaction on this project would be detrimental to the life and servicability of the pavement surface. We therefore request your concurrence in this opinion and your acceptance of the project as constructed.

GLD:bjh/CHB:fp

cc R. L. Porter
A. F. Parson
L. C. Johnson

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. B. Klaboe
Assistant Construction Engineer

RECEIVED
AUG 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Follyfarm Section
Crane-Scotts Butte Highway
Malheur County
Contract No. 5943
Oregon S-53-5

Dear Mr. Parsons:

The Follyfarm Section of the Crane-Scotts Butte Highway (Contract No. 5943, Oregon S-53-5) is an asphaltic concrete overlay project. The specifications call for 92% relative compaction.

On July 9, our Assistant Engineer of Materials, O. A. White, reported that 11 out of 15 cores taken from the project failed to meet the required compaction, with the average of all tests made to date being 91.4%. Mr. White also observed that in certain spots the unstable condition of the old pavement would not permit further rolling of the overlay without excessive "working" of the base, and excessive deflection of the new pavement.

On July 16, rolling was stopped by the Resident Engineer after noting distress at certain locations. This distress was also observed by our Division Engineer, Mr. A. F. Parson, on July 19, who issued instructions to do no more rolling on the project.

Previous observations and experiences on several projects of this nature indicate an increase in deflection under load immediately after paving. This is believed to be due to the hot application of fresh pavement drawing moisture to the top of the aggregate base, a condition which improves with age.

In this case, it has been decided that continued rolling to obtain specified density throughout the project would be detrimental to the long life of the surfacing. Consequently, the 92% compaction specification has been waived.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

RECEIVED
JUL 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

GLD:bjh

cc: R. L. Porter ✓
A. F. Parson
L. C. Johnson

9

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 27, 19 62

Section Follyfarm

Highway Crane-Scotts/Butte County Malheur & Harney

Contractor Warren Northwest, Inc.

Date of contract June 27, 19 61

Date work started Oct. 2, 19 61

Project authorization $ 245,250.00

Exclusive of engineering $ 227,810.00

Kind of work Paving

Section prefix 123-1097

Contract number 5943 S 53(5)

Specified work days 100

Work days used 69

Per cent of time elapsed 69 %

Estimated cost of completed project, exclusive of engineering $ 211,008.18

Estimated per cent ~~overrun~~ or underrun 7.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 17,440.00

Engineering cost to date $ 10,000.00, 57 %

Date project was completed July 16, 19 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed July 16, 1962.

Semi-final Estimate submitted to Division Office this week.

Final Report.

NOTED

JUL 30 1962

Noted
M. N. Jl. 6

Signed L. C. Johnson

Address 252 South Date Avenue, Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					17.52
Miles partially completed					
Miles completed					17.52
Total estimated quantities (contract)					1,820 ton 33,000 ton
Total quantities corrected to date					1,744.26 ton 31,891 ton
Estimated quantities moved or placed to date					1,744.26 ton 31,891 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED

FOR

5945

[illegible]77 Cottage Street NE
Salem, Oregon

July 25, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Final Inspection - Follyfarm Section,
in Malheur and Harney Counties,
Project No. S-53(5)

On July 19, 1962 Area Engineer Jensen accompanied Division Engineer Parson and Resident Engineer Johnson, OSHD, on a final inspection of subject project. Recommendation will be made to accept the project.

A request is made to have a memorandum prepared reviewing the compaction tests for the initial rolling and subsequent rerolling, to substantiate the failure to secure the specification compaction.

original returned To Morgan
7-27-62

RECEIVED
JUL 24 1962
FOR FILING

5943

July 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 16, 1962, on Contract No. 5943, Follyfarm Section, in Malheur and Harney Counties, in connection with Federal Aid Project No. S-53(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

cc: H. S. Cox

RECEIVED
JUL 11 1962

FOR FILING
5943

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1962

SUBJECT: Compaction Asphaltic Concrete
Folly Farm Project
Prefix 123-1097-900

To: F. D. Morgan
Construction Engineer
Office

Examination of the results of tests on core specimens taken from subject project indicate that 11 out of 15 cores fail to meet the required 92% relative compaction. The average of all tests made to date is 91.4%.

The cause of the low compaction values is obviously insufficient rolling. However, because of the unstable condition of the old pavement in many places, sufficient rolling to obtain the required compaction causes excessive "working" of the base and excessive deflection of the new pavement resulting in breakup. Further rubber tired rolling will undoubtedly improve compaction at some locations while at other locations compaction will not only not be improved but breakup will occur and patching will be required.

Deflection studies on several projects during the last few years have indicated an increase in deflection under load immediately after paving. This would appear to be due to the hot pavement drawing moisture up toward the top of the aggregate base. This condition improves with age and the second year deflections begin to show the value of the increased pavement thickness.

It is my opinion that the subject project has a better chance of survival under traffic than under further rolling not with standing the fact that the greater the relative compaction the greater the resistance to deflection and the ability to deflect.

OA White
O. A. WHITE
Ass't. Engineer of Materials

OAW:arn

c.c. Tom Edwards
A. F. Parson
L. C. Johnson

NOTED
TOM EDWARDS

RECEIVED
JUL 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1961
FOR FILING
S-53(5)

5943

October 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 2, 1961, on Contract No. 5943, Follyfarm Section, in Malheur and Harney Counties, in connection with Federal Aid Project No. S-53(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

RECEIVED
AUG 13 1961
FOR FILING

8-26

8-4-61

COPY SENT
AUG 4 1961
Washington

Monthly Transaction No.	Form R-2 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. (-) 4	**FEDERAL-AID PROJECT AGREEMENT**	County **Malheur & Harney**
6913		Project No. **S-53(5)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

SH 78 From 8 mi. SE Princeton SE 17.5 mi.
(Follyfarm Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		▨
Preliminary engineering		
Rights-of-Way		▨
Construction	**6-2-61**	**17.5**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **239,800**	Federal funds $ **151,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
~~Deputy~~ **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX **C. G. Polk**
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Division Engineer

Date executed by Division Engineer **August 4, 1961**

USComm-DC 40257

August 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Follyfarm Section, Project No. S-53(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

July 3, 1961

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Follyfarm Section, Project No. S-53(5).

Very truly yours,

W. C. Williams

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-53(5)

FOLLYFARM SECTION OF THE CRANE-SCOTTS BUTTE HIGHWAY IN MALHEUR AND HARNEY COUNTIES

(Estimate as a basis for project agreement. Based on low bid price.)

Salem, Oregon, July 3, 1961

Type Code 6201
Roadway (Sta. 1015+00 thru equa. 1282+68.14=4556+34.90 to Sta. 3898+77) (Contract 5943)

Blade Grader	100 hours	$ 16.00	$ 1,600.00
3/4" - 0 Material in Leveling Course	1,000 cu. yds.	4.00	4,000.00
Asphaltic Concrete Mixture	33,000 tons	4.20	138,600.00
Asphalt in Mixture	1,820 tons	40.00	72,800.00
			$217,000.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$218,000.00
	10% Engr. & Cont.		21,800.00
	Total		$239,800.00

Length of Roadway	17.516 Miles
Cost of Roadway Per Mile.	$13,690.34

Federal Funds	$151,000.00
State Funds	88,800.00
	$239,800.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint: Chap 529, Laws 1939.

RECEIVED
JUL 12 1961
FOR FILING
5943

FORM E-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
[redacted]
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 12, 1961

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5943, awarded June 27, 1961, for paving the Follyfarm Section of the Crane-Scotts Butte Secondary Highway in Malheur-Harney Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN 6 1961
FOR FILING

RECEIVED
JUN 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

.LGM
LAG CON 22 5-6-// 6-5-61 11:45

PARSON

RE FOLLYFARM SECTION 2" OEXX OVERLAY WAS SELECTED BY COOPER AND EDWARDS
AFTER PERSONAL INSPECTION AND ANALYSIS OF BUDGET. NO CHANGE
WILL BE MADE. SUGGEST YOU USE PATCHING MATERIAL JUDICIOUSLY.

EDWARDS

NOTED
FORREST COOPER

DB)+.

RECEIVED
MAY 31 1961
FORM E-30 50M 2-60 26118
FOR FILING

2-33(1)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1961

SUBJECT: Crane-Scotts Butte Oiling Project

To:

P. M. Stephenson
Assistant State Highway Engineer

Building

The Princeton-Rome Junction section of the Crane-Scotts Butte Highway carries an average daily traffic of 100 to 120 vehicles. There is no log hauling. The surface is in fairly good condition, and it is felt the addition of an 0-7 oil mat 3/4" thick will serve to provide a good serviceable surface on the 37-mile section proposed for reoil for the next 10 to 15 years.

Should we change to an overlay it is estimated the funds available would construct approximately 6 miles of overlay, leaving 31 miles to be cared for next year. At a cost of $15,000 per mile this would amount to nearly a half million dollars. We doubt if the traffic involved could establish a priority that would justify the expenditure of this amount of funds on this section next year.

In fact, Mr. Parson recommends that in case the proposed oil project is cancelled now that the 1960 funds be utilized to apply an overlay to the section of highway extending through La Grande to Hot Lake Junction which has shown some signs of distress the last two years.

We recommend the oil project as proposed be undertaken as planned.

I. A. DeFrance
Maintenance Engineer

IAD:je

CC: A. F. Parson

NOTED
P. M. STEPHENSON

RECEIVED
MAY 16 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 12, 1961

SUBJECT: Crane-Scotts Butte Oiling vs. Paving

To:

Mr. I. A. DeFrance
Maintenance Engineer
Salem

We have calculated the cost of a 1½" overlay between Mile Point 45.23 and 56.95.

A 20' pavement, 1½" deep with 2½' gravel shoulders will cost us approximately $11,350.00 a mile. Using the $96,000 we had set up for the oiling we can do a little over eight miles. However, the sticker is material. We would have to mix the 3/4" - ½", ½" - ¼" material of which we have sufficient. However, we do not have enough ¼" - 0; would lack approximately 2,500 yards. We could, of course, have this made in our Crane Rock production. If it should be desirable to place this overlay, it should start at Mile Point 56.95, and come backwards as far as the money would reach. Please advise your wishes in the matter. I would rather see the overlay placed in the vicinity of La Grande as I advised you yesterday by teletype.

A. F. Parson
Division Engineer

AFP:gb

I-5-6(21) S. W. 19th Ave.-Tigard Interch.
295 Unit, Harbor Dr.-Washington Co.
#5944 Line Sec., Pacific Hwy. 1961

C

RECEIVED
MAY 7 - 1968

FOR FILING
I-5-6(21)215

5944

5-1-11

Mrs. Bernard P. Connolly
5715 South West Pasadena Dr.
Portland, Oregon 97219

May 1, 1968.

NOTED
FORREST COOPER

My dear Mr. Cooper;

Of course from the vantage point of the Salem State House you can write about the vast number of trees that were planted on the bank opposite this house of mine-the house that has had its value so greatly depreciated by the freeway right in front of it. There is a woodsy place to the left of my driveway that is as it was when I first bought this house.

Would you put yourself in my place? I came out here and was assured that the freeway would not be near here. When your men came to buy this land that was in the line of their later plan, I would have done two things. I could have refused to sell this land and put the State to a lot of trouble in forcing me to comply, or I could have sued the man who gave out false information about his reason for selling. I did neither thing. I meekly and innocently agreed to sell the land, taking the word of the great state of Oregon, that the road would be well paved and beautifully landscaped.

RECE
MAY 7 -

FOR FI

I-5-6

594

C

Mrs. Bernard P. Connolly
5715 South West Pasadena Dr.
Portland, Oregon 97219

Now please pay me the compliment of taking my word that there are not trees on this bank. There are sixteen small-five dead-Poplar trees at the base of the bank. Absolutely nothing except a couple of scrub trees scattered up the bank. Absolutely NO planting atall parallel to the top of the Freeway. You see I am the one who can look out and see this lovely planting. Not you in Salem nor Mr. Jackson in southern Oregon.

All that I asked you in my last letter was why this bank is neglected. They have planted trees to my right and to my left. Would you or could you tell me why they will not put them in front of my driveway on that high hill? Is it because the men who come up here to plant do not want to climb that hill? My patio just happenes to be right at this spot. Had you complied with your agreement when this freeway was finished the growth would, by now, be thick enough to deaden the dreadful sound of those huge trucks. As it is there is NOTHING between my yard and the sounds from the freeway except those few deas sticks. Frances Connolly

RECEIVED
APR 30 1968

FOR FILING

I-5-6(21)295

#144

April 29, 1968

Mrs. Bernard P. Connolly
5715 S. W. Pasadena Drive
Portland, Oregon 97219

Dear Mrs. Connolly:

As indicated by Commissioner Bruno on April 18, your letter has been referred to this office.

I can only reply to your letter by quoting from a letter addressed to you July 25, 1963, over the signature of Glenn L. Jackson, Chairman of the Oregon State Highway Commission:

"The slopes on the freeway near your property have been planted with Bolleana white poplar. About 100 of these trees have been set in a deep row to provide screening of sound and view. The poplar is a fast-growing tree and will attain a useful height earlier than most other species. The effect will be quite pleasing when the trees are well established.

"The fill slopes have received more attention and more extensive planting than is usually provided and it is believed the plantings will present a satisfactory appearance after a few seasons' growth.

"I feel that the State has fulfilled its obligations and that no further expenditure of State funds for improvement of the Del Rey Park area is justified."

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Thaddeus B. Bruno

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien

VDW:mc fn

Thaddeus B. Bruno

15944

Write
[illegible]

.7075

April 18, 1968

Mrs. Bernard P. Connolly
5715 S. W. Pasadena Drive
Portland, Oregon 97219

Dear Mrs. Connolly:

Thank you for your thoughtful letter concerning my appointment to the State Highway Commission.

Since I am yet not acquainted with the previous actions of the Commission, I have forwarded your letter to Mr. Forest Cooper, Chief Engineer and in due course I'm sure you will hear from him.

Porter

Yours very truly,

Ted

Thaddeus B. Bruno

TB:mb
cc: Forest Cooper

COPY

OFFICE OF

MRS. BERNARD P. CONNOLLY
5715 SOUTH WEST PASADENA DRIVE
PORTLAND, OREGON 97219

April 9, 1968.

My dear Mr. Thaddeus Bruno;

Having seen the announcement, in the paper, that you are taking on the problems of the Oregon State Highway Department I am going to write you this letter.

A week ago, on a television program named the "Defenders" the hero, Mr. Friday, was instructing the police department of Los Angeles on their obligation to explain their reasons for some of the actions when stopping persons for questioning, I was wondering whether or not I could expect the same treatment from the State Highway Department. I would so like to know just WHY they refuse now and have for the last ten years to plant some evergreen trees on the high bank opposite my home. The promises made to me, when buying my property to enable them to build right in fromt of my newly bought house, were most reassuring, for they were going to do such extensive planting to protect this property. Had they kept their promises this dirt bank would now be lovely to see, for the trees plant long after the completion of the highway, both to the right and to the left of my house are growing beautifully and are a joy to look at.

About a month or so ago-when there was much talk about the highway 207 I wrote a letter to the Journal suggesting that the people, who would become involved in the giving up of their property, get any contract that they had with the department in writing. Shortly after that letter appeared several state cars drove by my road, men were sent up to clear away the weeds and the blown papers and a few more Scotchbroom plants were put on the bank. No trees tho. The Broom does not cover the ugly scared edge of the highway. Nor is Scotchbroom a protection to the public

MRS. BERNARD P. CONNOLLY
5715 SOUTH WEST PASADENA DRIVE
PORTLAND, OREGON 97219

in the case of ablown tire or a skid. The other day I heard a lot of noise and saw a trailer whipping from side to side on the road. Had the driver not been able to hold his car on the road the whole thing could easily have gone over this unprotected steep bank. The trees might not have held the cars, but they would have interfered with the rolls enough to be a protection to the people involved.

When I first moved out here, from the middle west, this setting was beautiful with lovely woods across the road. Had trees been planted when the freeway was finished it would again be lovely. I am sure if I could only know why I cannot have evergreen trees planted I could, perhaps, content myself with the fact that I would just have to look at this ugly bank for the rest of my life here or move away. If my home was in the Sahara Desert I could understand not being able to have trees planted, but in Oregon?

Please accept my best wishes for your happiness in your new position.

Sincerely yours.

Frances S. Connolly

(Mrs B.P.) Frances S. Connolly

RECEIVED
APR 14 1965

FOR FILING

5944

STATE OF OREGON
DEPARTMENT OF COMMERCE
OFFICE OF THE DIRECTOR
SALEM, OREGON 97310

April 8, 1965

COPY

Mrs. Bernard P. Connolly
5715 S. W. Pasadena Drive
Portland, Oregon 97219

Dear Mrs. Connolly:

This acknowledges copy of your letter to Mr. Astrup, dated March 31, 1965.

I have had a talk with Mr. Astrup and also with Mr. Shaw, State Highway Engineer, who is familiar with your situation. Although they are sympathetic to your problem, they assure me that they have done what they felt could best be done to alleviate it. Of course, time is needed to get maximum benefit from the plantings. I am sure you will hear from Mr. Astrup soon.

Mrs. Lueddemann and I look forward to seeing you sometime in the near future.

With best regards.

Yours sincerely,

H. Lueddemann

Hillman Lueddemann
Director

cc: Mr. Mark Astrup

NOTED
LLOYD P. SHAW

Mrs. Bernard P. Connolly
5715 S.W. PASADENA DRIVE
PORTLAND, OREGON 97219

April 8, 1965.

My dear Mr. Astrup.

Your letter,with the information, that a check from the State had been signed by a Mrs Bess Roberts came as a complete shock to me. Mrs Roberts was a nurse in my home at the time of this freeway building with no power whatsoever to sign checks for me. She was here taking care of my mother. I thot good care, but I guess the best care was given to Mrs Roberts or to the man, Herbert Rutherford, who has fled with all my stocks and is now skulking in Europe or some other far distant place away from the arm of the law-which in his case, has not proved to be a very long arm.

Perhaps if you knew thw whole story-and much of it brought on both by the building of the freeway and the fact that I could not sell this house when I was induced to move away withouf getting the place sold, by coming back and having nothing but trouble with the sewer system-as a result of the change in the drain line being put in in such a cheap manner by some unknown worker that it has cost me over fifteen hundred dollars since 1960, you would be inclined to forgive me for all the letters that I have written to you in my effort to try to understand the reason for all the things that seemed to be going on in my far too eventful life.

Thank you so much for sending me the information about the check.

Sincerely yours.

Frances S Connolly

RECEIVED
FEB 24 1965
FOR FILING
[illegible]
5744

Mrs. Bernard P. Connolly
5715 S.W. PASADENA DRIVE
PORTLAND, OREGON 97219

February 20, 1965.

Mr. Mark H. Astrup
Landscape Engineer.
State of Oregon Highway Department
Salem, Oregon.

My dear Mr. Anstrup;

Now that even the President of these United States hopes that the good citizens have beauty instead of ugliness to look at could it be arranged to have the promised trees planted on this bank of dirt and weeds that I must see each day, as a result of the building of the Salem Highway in front of my nice home?

a
It would certainly be a gret improvement to this part of our lovely state.

Thank you.

Sincerely yours

Frances S. Connolly

Frances S. Connolly(Rutherford)

NOTED
LLOYD P. SHAW

RECEIVED
OCT 14 1964
FOR FILING
5944

Salem, Oregon
October 14, 1964

Mr. C. H. Malson
Controller

BUILDING

Final payment on Contract No. 5944, S.W. 19th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section in Multnomah County, was processed in August, 1963. Price Agreement No. 3 covering credit for plants under specified size in the amount of $435.80 was not deducted from the contractor's payment. A copy of the Price Agreement for quantities and prices is attached.

Will you please prepare the billings necessary to recover the overpayment from Solomon Aichele, Contractor, 11360 S.E. Stevens Road, Portland, Oregon.

We are holding two of Aichele's finals for completion of replanting, Contracts 6201 and 6225, from which deduction can be made.

L. H. Young
Office Engineer

DB:mb
Att.
cc: L. P. Shaw

RECEIVED
JUL 6 1964
FOR FILING
I 5-6 (21) 29
5944

Land
R/W
Co. Rds
Multnomah.

July 3, 1964

Mr. Paul Northrop
Roadmaster and Engineer
Multnomah County Division
Of Roads and Bridges
2115 S. E. Morrison Street
Portland, Oregon

Dear Mr. Northrop:

In regard to improvement of S. W. Pasadena Drive which was proposed in your letter of May 29, we have estimated the cost of construction within the area in which changes were made by State construction.

Approximately 850 lineal feet of S. W. Pasadena Drive was relocated due to freeway construction adjacent thereto. The remainder of S. W. Pasadena Drive was not and the jurisdiction of the Highway Commission would not extend into that area. For this reason, our estimate has been confined to the area in which changes were made and our findings are as follows: To construct 20-foot width pavement, 2½-inches thick, with four-foot shoulders adjacent thereto on a base course, beefed up to a ten-inch depth, will cost $9000.

It is our feeling that one-third participation in this section may be justified as a quieting factor to the adjacent neighborhood and for this reason, we suggest State Highway Commission participation in surfacing and paving Pasadena Drive in the amount of $3000. Participation in cost would be based on Multnomah County's prior acceptance of S. W. Pasadena Drive from S. W. 55th Avenue to S. W. 61st Avenue as part of the County road system and County construction of this section to standards similar to those mentioned for State participation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter

RECEIVED
JUL 6 1964
FOR FILING

FORM [illegible]-30 50M 12-63 94676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1964

SUBJECT: Pasadena Drive
Tigard Interchange-
Capitol Highway Section
Baldock Freeway

To: Mr. Lloyd Shaw
Ass't. State Hwy. Engr.
BUILDING

In line with your letter of June 10, 1964, on the subject section, I am attaching a reconnaissance estimate by Mr. Tebeau.

This estimate includes only that section of Pasadena Drive which was constructed by the Highway Dept. and the cost is estimated at $9,000.

An agreement with Multnomah County to contribute on 1/3 share of their job with the ceiling of $4,000 on this work in my opinion would be equitable, as this would cost us less than 50% of the cost of revamping the section on which we have some responsibility.

F. D. Morgan
Construction Engineer

By D J Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:ra

Attach.

RECEIVED
JUN 22 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1964

SUBJECT: S.W. Pasadena Drive
Multnomah County

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

An estimate has been prepared for improvement of a portion of S. W. Pasadena Drive between S. W. 55th and S.W. 61st Avenues. This section lies on the northerly side of FAI-5 just north of the Tigard Interchange in Multnomah County.

The portion of Pasadena Drive for which the estimate covers is approximately 850 feet in length and involves only that portion transferred to the County by the State. A copy of the first page of the Relinquishment of Title describing the limits of this transfer is appended.

Estimated cost for the proposed improvement is $9,000 for the 850 feet which is based on a 20-foot pavement with 3-foot untreated shoulders. The surfacing design is 2-1/2 inches of asphaltic concrete on 10 inches of base and leveling (the nominal 8-inch base depth includes 50 per cent credit given to the existing surfacing). A minor amount of grading and adjustment of the drainage facilities will be necessary in order to provide an adequate subgrade width to accommodate the proposed roadway section.

A small scale map depicting the approximate limits of the proposal is attached.

W. H. Tebeau
W. H. Tebeau
Field Reconnaissance Engineer

WHT:bjm:fp
Attachment

File Nos. 27682
27819
21097
27683

Right of Way
File No.
RW 14231

RELINQUISHMENT OF TITLE

KNOW ALL MEN BY THESE PRESENTS, That the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, in consideration of the public benefits and advantages to be derived, has relinquished and by these presents does relinquish unto Multnomah County, a political subdivision of the State of Oregon, its title to the following described premises, only so long as used for public street and/or road purposes, to wit:

A parcel of land lying in Del Rey Park, a subdivision lying in the NW¼ of Section 31, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being a portion of that property described in those certain deeds to the State of Oregon, by and through its State Highway Commission, recorded in Book 1903, Page 171; Book 1629, Page 150; Book 1904, Page 554, and Book 1904, Page 552 of Multnomah County Records of Deeds; the said parcel being that portion of said property included in a strip of land 50 feet in width, 30 feet on the Northerly side and 20 feet on the Southerly side of the center line of the relocated Pasadena Drive, which center line is described as follows:

Beginning at Engineer's center line Station 393+69.79, said Station being 33.45 feet South and 782.15 feet East of the Northwest corner of Lot 22 of said Del Rey Park; thence on a 143.24 foot radius curve right (the long chord of which bears South 59° 44' 45" West) 75.23 feet; thence South 74° 47' 30" West, 530.28 feet; thence on a 716.2 foot radius curve left (the long chord of which bears South 70° 02' 30" West) 118.75 feet; thence South 65° 17' 30" West, 118.4 feet to Station 402+12.45.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.69 acre.

Provided, however, there is reserved to the Grantor, and waived by the Grantee, all right of access between the above described real property and the right of way of the Pacific Highway abutting on said parcel, which public highway is further identified as State Highway No. 1.

This reservation shall run with the land and shall not be subject to modification, cancellation or destruction by adverse user or estoppel, no matter how long continued. Nothing in this conveyance contained shall be construed as conveying any estate, right, title or interest in and to the public highway right of way or any rights of reversion therein or thereto.

This relinquishment is made, executed and delivered upon the grounds and for the reason that the real property hereinabove described is no longer needed, required or useful for state highway purposes.

TO HAVE AND TO HOLD, title to the said premises with their appurtenances unto the said Multnomah County, its successors and assigns, only so long as used for public street and/or road purposes.

IN WITNESS WHEREOF, the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, has caused the seal of said Commission to be affixed hereunto and these

RELINQUISHMENT OF TITLE

KNOW ALL MEN BY THESE PRESENTS, That the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, in consideration of the public benefits and advantages to be derived, has relinquished and by these presents does relinquish unto Multnomah County, a political subdivision of the State of Oregon, its title to the following described premises, only so long as used for public street and/or road purposes, to wit:

A parcel of land lying in Del Rey Park, a subdivision lying in the NW¼ of Section 31, Township 1 South, Range 1 East, W.M., Multnomah County, Oregon, and being a portion of that property described in those certain deeds to the State of Oregon, by and through its State Highway Commission, recorded in Book 1903, Page 171; Book 1629, Page 150; Book 1904, Page 554, and Book 1904, Page 552 of Multnomah County Records of Deeds; the said parcel being that portion of said property included in a strip of land 50 feet in width, 30 feet on the Northerly side and 20 feet on the Southerly side of the center line of the relocated Pasadena Drive, which center line is described as follows:

Beginning at Engineer's center line Station 393+69.79, said Station being 33.45 feet South and 782.15 feet East of the Northwest corner of Lot 22 of said Del Rey Park; thence on a 143.24 foot radius curve right (the long chord of which bears South 59° 44' 45" West) 75.23 feet; thence South 74° 47' 30" West, 530.28 feet; thence on a 716.2 foot radius curve left (the long chord of which bears South 70° 02' 30" West) 118.75 feet; thence South 65° 17' 30" West, 118.4 feet to Station 402+12.45.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.69 acre.

Provided, however, there is reserved to the Grantor, and waived by the Grantee, all right of access between the above described real property and the right of way of the Pacific Highway abutting on said parcel, which public highway is further identified as State Highway No. 1.

This reservation shall run with the land and shall not be subject to modification, cancellation or destruction by adverse user or estoppel, no matter how long continued. Nothing in this conveyance contained shall be construed as conveying any estate, right, title or interest in and to the public highway right of way or any rights of reversion therein or thereto.

This relinquishment is made, executed and delivered upon the grounds and for the reason that the real property hereinabove described is no longer needed, required or useful for state highway purposes.

TO HAVE AND TO HOLD, title to the said premises with their appurtenances unto the said Multnomah County, its successors and assigns, only so long as used for public street and/or road purposes.

IN WITNESS WHEREOF, the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, has caused the seal of said Commission to be affixed hereunto and these

Approved as to form and legality

J.R. Cub

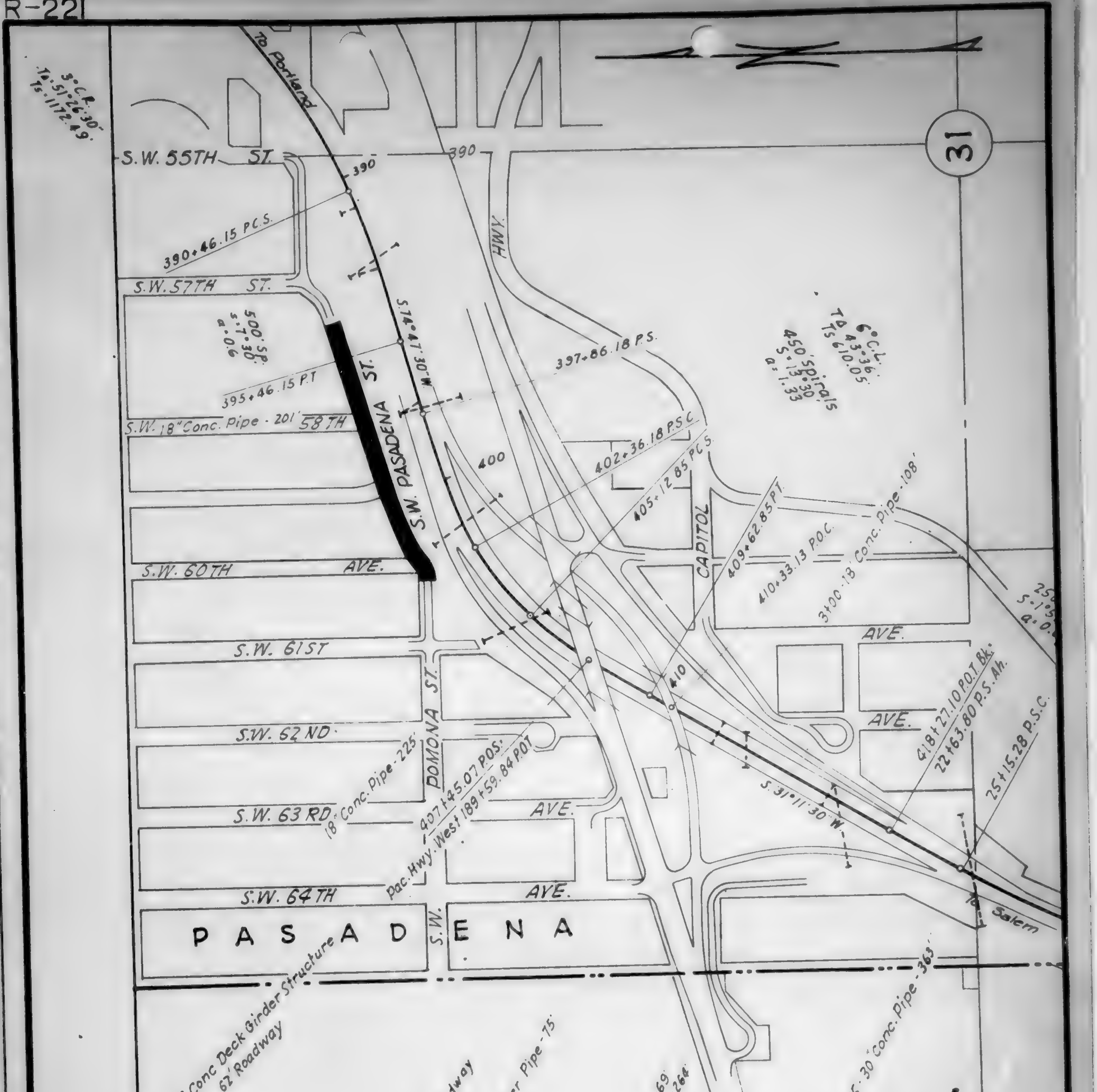
FILE COPY

Recorded
5-14-63 J.N.C.

14-8-6a
11-16-4

w

R-221



3°C.L.
16°51'26'30"
Ts 1172.49
To Portland
31
S.W. 55TH ST.
390
390
390+46.15 P.C.S.
HWY.
S.W. 57TH ST.
500' SP.
s.7°30'
a.0.6
S.14°47'30"W.
397+86.18 P.S.
395+46.15 P.T
S.W. 18" Conc. Pipe - 201' 58TH
S.W. PASADENA ST.
6°C.L.
TΔ 43°36'
Ts 610.05
450' spirals
S.13°30'
a.1.33
400
402+36.18 P.S.C.
405+12.85 P.C.S.
409+62.85 P.T.
CAPITOL
410+33.13 P.O.C.
3+00 18" Conc. Pipe - 108'
S.W. 60TH AVE.
25
S.1°5
a.0.
AVE.
S.W. 61ST
410
AVE.
S.W. 62ND
18" Conc. Pipe - 225'
POMONA ST.
407+45.07 P.O.S.
Pac. Hwy. West 189+59.84 P.O.T.
418+27.10 P.O.T. Bk.
22+63.80 P.S. Ah.
25+15.28 P.S.C.
S.31°11'30"W.
S.W. 63RD AVE.
S.W. 64TH AVE.
To Salem
PASADENA
S.W.
266' Reinf. Conc. Deck Girder Structure
62' Roadway
262' R.C.D.G. - 30' Roadway
2+00 - 8" Conc. Sewer Pipe - 75'
6+00 - 8" Conc. Sewer Pipe - 69'
6+35 - 18" Conc. Sewer Pipe - 264'
5+55 - 30" Conc. Pipe - 363'
PACIFIC HIGHWAY WES
To Newberg

Salem, Oregon
June 10, 1964

Mr. F. D. Morgan
Construction Engineer
Building

Attention: D. J. Barbee

The attached copy of a letter from Multnomah County in regard to Pasadena Drive is self-explanatory.

This has been discussed with Mr. Cooper, who is willing to go one-third as our part of the project with a ceiling based on our own estimates expressed in any agreement entered into with the County. If I may judge by some off-the-ceiling prototype figures given by Mr. Tebeau on an earlier date, the $4,000 which Mr. Northrop's proposal would amount to is excessive; however, a more complete estimate should determine this feature.

Please have someone work this up based on about 50 per cent value on the original six inches of 3/4"-0" rock which was placed on Pasadena Drive. For a base depth which would be reasonable for the type of roadway to be constructed, I doubt we should go above eight inches. The top width should be 20 feet, 2½-inches thick asphaltic concrete pavement, three-foot shoulders on each side, and 3/4"-0" crushed rock.

Please determine with some accuracy the limits of our transfer to the County of the realigned Pasadena Drive. This, I believe, should determine the limits of our participation in the matter.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

Salem, Oregon
June 1, 1964

Pasadena Drive
Multnomah County

Mr. R. L. Porter
Deputy State Highway Engineer

Mr. Paul Northrop, Multnomah County Engineer, called me at 11:30 a. m., May 29, in regard to a possibility of the State and County sharing costs in paving Pasadena Drive between S. W. 55th Avenue and S. W. 61st Avenue and the County assuming that street as a part of the County road system.

The County's estimate to bring the road to full normal County requirements, a curbed section 32 feet in width, was $24,500 but Northrop had persuaded the Board of Commissioners that under the circumstances, to quiet the local residents, the County should accept a lower standard facility and that it be paved to a two-lane, no-parking, width.

Mr. Northrop did not indicate the exact cross section he would work to. He did indicate that it had been estimated by his people to cost $12,000 on a 20-foot width basis and the Commissioners would be agreeable to accepting two-thirds of this cost if the State would pick up the remaining one-third. Mr. Northrop stated it should be considered in this manner; the State would contribute $4,000 and the County would pick up the remaining cost of grading, rock base, and paving and would contract the project this summer. The County Commissioners would place the roadway on the County system at the earliest feasible date following State agreement.

Mr. Northrop would appreciate being informed as to the State's position on this as soon as possible. Will you please advise me as to how to proceed.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

COMMISSIONERS
MEL GORDON
DAVID ECCLES
M. JAMES GLEASON

1854

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES
2115 S.E. MORRISON
PORTLAND 14, OREGON
CA 7-8441

Ok with —
1/3 of const. cost?
with bid based on
our figures.

May 29, 1964

Mr. Forest Cooper, State Highway Engineer
Oregon State Highway Department
State Office Building
Salem, Oregon

Attention: Mr. Lloyd Shaw, Metropolitan Engineer

Gentlemen:

In line with our telephone conversation of this date, Multnomah County is willing to go ahead and take over, as a County Road, S. W. Pasedena Drive, from S. W. 55th Avenue to S. W. 61st Avenue. The length of the road is approximately 1,600 feet, 1,000 feet of which was re-built by you people at the time Interstate-5 was constructed in this vicinity. The base on this section will have to be stiffened and widened somewhat. Of the remaining 600 feet, approximately 200 feet of this portion of the street will require some grading to eliminate a very bad vertical curve, and a new base will be required on the entire section. It is planned to pave this street, 20 feet in width, with a 2½" Asphaltic Concrete Pavement with a 2 or 3-foot shoulder.

We estimate that to do the entire job would cost approximately $12,000.00. We feel the State perhaps does have some obligation to help defray the cost of this improvement and if you will assume one-third of this cost, Multnomah County would finance the balance.

It is our opinion that this would satisfy the residents in the neighborhood so far as the street is concerned. Whether or not they will still object to the "unsightly" condition of the slope of Interstate - 5, adjacent to the street, remains to be seen. However, the fact that you have spent considerable money in covering these slopes with plants and shrubs, we feel sure that this slope will eventually be covered in a manner which certainly would not be objectionable to the people who are now complaining.

Very truly yours,

NOTED
LLOYD P. SHAW

P. C. NORTHROP
County Engineer & Roadmaster.

PCN:ct

RECEIVED
JUN 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 - 1964
FOR FILING

Salem, Oregon
June 5, 1964

Pasadena Drive
Multnomah County

Mr. L. I. Lindas
Chief Counsel
BUILDING

The May 27 Connolly letter adds nothing to the previous series of complaints. It is possibly well to emphasize that Mrs. Connolly's complaint about getting to Tigard is absurd. The present road is passable in any weather whereas the pre-highway-construction road was strictly a dry weather type. I have made at least one round trip through Pasadena Drive each week for the past several months (all through the winter season) and while very rough, it is entirely passable and has considerable use by passenger and service vehicles. I have never seen a heavy truck on that section of road.

I had the Personnel Division check our employment files for a Cliff Smith who might have made the promises Mrs. Connolly alleges were made to her. The only "Cliff" Smith on our record during the past eleven years was a Clifford D. Smith who was employed in Lakeview as an Engineering Aid and who was not employed in the Portland area during his tenure of service (6-16-48 to 8-23-49).

The matter of the State "owning" half of Pasadena Drive you might wish to probe a bit. We deeded the realigned part of Pasadena Drive to Multnomah County. I am not familiar with the wording but I do feel there is a strong possibility that we hold no fee or reversional rights in the roadway.

The statement regarding no tree planting having been made along the fence line on highway right-of-way is an out-and-out lie. Mr. Astrup planted from the toe of slope to the fence with a variety of poplar which he chose especially for their fast growing and screen-producing characteristics. The trees were planted about a year ago beginning across the street from the Connolly house at the westerly end of a natural growth of swamp ash and extend several hundred feet westerly. I have never made a careful count of the trees but in driving through on one occasion came up with 77 and last week made it 82. Obviously my observation was a bit slipshod but the fact remains there are a great many trees planted in depth to create a screen. The trees are probably six to seven feet high on the average and will, of course, have to grow before becoming very effective. At the present time, they are small balls of leaves atop a long thin trunk.

Paul Northrup is about to present a proposal that the State and County finance paving Pasadena Drive (the County would take it as a part of the County Road System prior to improvement) in an attempt to silence Mrs. Connolly. His proposal should be received within the next few days. I do not know what the Commission's views may be on this matter but I feel she would only continue screaming for some other favor. I have always believed the greatest error made on Pasadena Drive was to give in to the earlier cries and place the six inches of rock on the road thereby making it passable but not provided with maintenance. This act of charity only served to alert the local people that a hue and cry could be made to pay good dividends.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:bbc

Clifford D. Smith only employee of OSHD in the past 11 years with name given by Mrs C.

He was an engineering aid at Lakeview and worked from 6-16-48 to 8-23-49.

He was not employed by us in the Portland area at any time.

Leonard
RK

MRS. BERNARD P. CONNOLLY
5715 S. W. PASADENA DRIVE, PORTLAND 19, OREGON

May 27, 1964.

RECEIVED
JUN 1 - 1964
ATTORNEY GENERAL
SALEM OREGON

Mr. Thornton
Attorney General
Salem Oregon.

Dear Mr. Thornton;

Today I have received a six or seven page letter telling me all about the situation on Pasadena Drive here in Portland.

The facts remain the whole life of the community that used to be Del Ray Park has been changed. The fact that this survey shows that the deep hole on Pasadena Drive has nothing to do with our using it would state something that is not true. How am I to get to Tigard to the stores where I like to trade without going over this rough and repelling road.?

They may not have diverted a stream into my basement, but from a dry basement I have had to put in a sump-pump to keep the water out.

I have lost the pleasant use of my Patio for the trucks make it too noisy for any pleasure in its use.

It makes no differance to me what all these surveys say.

[illegible]
[illegible] engineer
employ.

A Mr. Cliff Smith assured me, eleven years ago, that I wouldn't be hurt by this freeway and that we would have a fine paved road in front of the house. We were all too naive to make the State sign any papers. It is the word of me and the word of the States representative so---.

Anyway why shoudd a few people pay for the paving of this road when the State has spoiled this section and further than that they own half of the road.? Of course we are helpless we know and are in the

MRS. BERNARD P. CONNOLLY
5715 S. W. PASADENA DRIVE, PORTLAND 19, OREGON

hands of this huge organization. As you can see there is a great deal of reaction to the treatment that has been given people all over the country by freeways. It would be so differant if the men in charge would truly do their best to help the people they disrupt.

One of my main complaints is that a nice line of trees has not been planted right against the fence that is on the highway. Not only would that line of trees keep the noise down, it would be a great protection in case a car slipped over in an accident. Trees are the thing that Oregon is famous for. Why is it so hard to have some planted where they would do a double good?

Again why should I pay for oil when I pay my taxes and when the State owns the road?

Sincerely yours.

Frances S. Connolly.

ROBERT Y. THORNTON
ATTORNEY GENERAL

E. G. FOXLEY
DEPUTY ATTORNEY GENERAL

1859

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM 10

RECEIVED
JUN 2 1964
[illegible] & RIGHT OF WAY

June 1, 1964

Mr. Leonard I. Lindas
Chief Counsel
State Highway Department
Legal Department
State Highway Building

Dear Leonard:

There is enclosed a further letter from Mrs. Frances S. Connolly, dated May 27, 1964.

It would be appreciated if you would review the same and prepare a form of reply for my signature. Kindly return the enclosed letter with your suggested reply.

Very sincerely yours,

Bob

Attorney General

RYT r
Enclosure

RECEIVED
MAY 25 1964

FOR FILING

[illegible]

Salem, Oregon
May 22, 1964

Connolly letter to Thornton

Mr. L. I. Lindas
Chief Counsel
Building

With reference to Mrs. Connolly's letter of May 9, I would like first to make a few comments on her letter, then explain two aerial photographs which will be attached.

In letters and course of conversation, Mrs. Connolly has frequently stated that our people had advised her or her agents as to the affect the highway construction would have on her property. Two of the statements have been, that there would be no injury to her property and that Pasadena Drive would be a paved street. We have no record of a statement of either type having been made, nor can we find any of our people who are aware any verbal contact with Mrs. Connolly led to such an interpretation.

Mrs. Connolly's claim that a stream was diverted through a dry basement, I am advised, is completely erroneous. This I know—we did not divert any stream of water which would normally enter her basement or endanger its characteristics. Lowell Johnston, Resident Engineer, had some first-hand information on this basement, as did some of the right-of-way personnel. It was their opinion that the basement was constructed to carry a flow of water by way of a valley gutter through its center and discharge it at the lower end. The flooding condition which did exist apparently was caused by the outfall tile plugging in some manner. A call from the caretaker of Mrs. Connolly's property resulted in Mr. Johnston contacting the caretaker, advising him that none of our work was near enough to the drain to cause any trouble, and he should look to other causes for the stoppage of the drain. A few days later, Mr. Johnston was advised that the difficulty had been found and the water had subsided.

Concerning Mrs. Connolly's objection to traffic past her house, this has resulted from development of the streets in the area. Mrs. Connolly's property is part of a subdivided area, which subdivision is an old one, being in existence long before the freeway was even considered. Only circumstances gave her a completely urban area in which to live for a few years. The build up was bound to come; that was the intention of the subdivision in the first instance.

The State has refused to pave the road, and as for the State rock surfacing Pasadena Drive, this was done at the petitioned request of the people in the area. Rock was placed on the roadway between Mrs. Connolly's driveway and the County road system to the west. The original roadway had either no rock surface or so little as to be unnoticeable.

Her complaint as to the naming of streets, Pasadena Drive and Pomona, which she says are in conflict, results from the layout of these streets. Pasadena Drive connects Pasadena Street on the east with Pomona Street west of 59th Avenue. The confusion is in Mrs. Connolly's mind.

Her claim she was promised a fine, paved road is either a figment of her imagination, or statements made by persons with whom we have no contact and of whom we have no knowledge.

Mrs. Connolly's statement that she and the neighbors have written many letters is true. We now have approximately 80 pieces of correspondence in our file in this regard.

The claim that surface drainage water enters a spring at the home of Mr. and Mrs. Charles Davis is a matter that heretofore had not been called to my attention. A Charles Davis lives on S. W. 55th Avenue and, presumably, is the person to whom she refers. This being the case, it must be assumed that the so-called spring and water course are in the canyon which lies between Comus Street and Dickenson Street. This is a natural water course and would carry any drainage, whether from the freeway or other sources.

The statement that children found an open septic tank on 61st Avenue apparently is true. Saturday, May 9, I observed our Maintenance forces at work near S. W. 61st Avenue and Pasadena Drive. I inquired as to their reason for working on Saturday at this location and was told that inside the right-of-way fence, inside the access control lines of the freeway, a septic tank had been located by a Mrs. Torok, a next door neighbor of Mrs. Connolly's, and that Mrs. Torok had phoned in a complaint. Our men filled the septic tank with crushed material.

Please refer to the accompanying aerial photographs, the one labeled "OHHF 1 - 5". If you will hold this with the punched holes to the left, you will be looking in a general northwesterly direction from bottom to top of the picture. This photograph was taken prior to freeway construction, but after the "Hubbard Secondary Highway" had been constructed; this is the curving roadway disappearing off to the left. US99W leaves the picture about at the center of the left margin. Tigard is approximately 1½ miles off the picture to the left. The Rutherford (Mrs. Connolly was Mrs. Rutherford) holdings are outlined in red pencil and if you look closely, you will notice three rather prominent buildings within the ownership lines. The long building paralleling the diagonal street, which is Pasadena Drive, is Mrs. Connolly's residence. The building at the tip of the red arrow is either a garage which lies closely adjacent to the Connolly residence, or is a residence which she sold with the remainder of the westerly portion of the property and which she no longer owns.

On this photo you will notice S. W. 55th Avenue does not connect from Taylors Ferry Road to Barbur Boulevard. When the freeway was constructed the gap which is indicated on the photo as a brushy area, was closed by a relocation of 55th Avenue in a slightly circular pattern to the right of its theoretical location. This was paved with asphaltic concrete from the end of the County pavement near Dickenson Street to the intersection with S. W. Pasadena Street. Pasadena, from S. W. 55th to S. W. 57th, was a gravel, dust palliative surface. Pasadena Street and Pasadena Drive were not and are not a part of a County road system; they are public thoroughfares. 55th Avenue, from Taylors Ferry to Pasadena, is a County road.

You will notice that beyond the Connolly driveway to the left (westerly) Pasadena Drive shows as a mere track through a brushy pasture. This was not an all-weather road. It was located upon a dedicated roadway area and remained in that location until freeway purchase provided a new location between S. W. 57th and S. W. 60th.

If you will look at the photograph labeled "MUA 15 1-13" and invert the photo so that the red lettering is upside down, you will be looking at a slightly larger scale presentation of the Connolly property than was shown on the first photo but similarly oriented in direction. This larger scale photograph was taken in April of this year.

At the extreme right of this photo, approximately center, you will notice that S. W. 55th Avenue has been severed by the freeway. The curved roadway immediately above the freeway at the extreme right margin is the extension of S. W. 55th Avenue as constructed by the State and is paved to a point approximately 3/4-inch from the margin of the photograph. From that point to the left as far as the Connolly driveway, the street is very much as it was in its pre-freeway status.

The Connolly house is marked with a capital "C" in red.

The relocation of S. W. Pasadena Drive began approximately at right angles to the house from the letter "C" and extended to within approximately one block of S. W. 61st. The portion of Pasadena Drive, from the Connolly driveway almost to 61st Avenue, was regraded and rocked by the State during freeway construction. That portion of the reconstructed roadway, from the Connolly driveway to the new street on which the recent Del Rey Park development has been built, is now in good condition for the type of roadway which was constructed. It is not exceptionally rough nor does it present any particular drainage problem.

From the new Del Rey Park development to the west, relatively heavy traffic has used Pasadena Drive as an approach to US99W, Barbur Boulevard, or the Interstate freeway; it is in bad condition. The rather obvious mud hole was large enough this past winter for small boys to float rafts in it. This is the section of street which Mrs. Connolly could never have traveled during the winter season prior to our construction. It has never been impassable for an automobile since its construction. There has been approximately a 300-foot stretch of very deep chuck holes which required low-gear driving.

At the point marked "X" between 60th and 61st is the location in which the septic tank was found to be caved in and which has been refilled recently. This was inside the access control fence. The fill bank which extends throughout the length of this photo has been landscaped rather sparingly with a large number of broom species and in selected areas, with pines and other conifers.

The section immediately south of the Connolly house has only brooms in its planting area. From the end of S. W. 57th Avenue, both west and east approximately 150 feet, there is a natural screen of Ash and other trees of fair size. At the toe of the freeway slope opposite the Connolly residence, within the past ten months, we have planted a double row of a variety of swift-growing poplars. These were so placed as to screen the Connolly property from the highway. Obviously, they will take several years to reach sufficient size to achieve this end.

I have been informed by Mr. Paul Northrop, Multnomah County Engineer, that he was approached last year by Mrs. Connolly and others in this neighborhood, asking for County assistance for surfacing S. W. Pasadena Drive. Mr. Northrop advised me that he had offered to provide the equipment and labor if the local owners would participate to the extent of providing the oil necessary to place an oil mat on the roadway. This idea was rejected by the local people. Other suggestions for improving their own lot by dust-proofing or hard-surfacing the street have also been rejected.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments

ROBERT Y. THORNTON
ATTORNEY GENERAL

E. G. FOXLEY
DEPUTY ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM 10

REFERRED 5-12-64
TO Wright
FOR [illegible]
LEONARD I. LINDAS
[illegible] with info on [illegible] &
perhaps a sketch map
L

[illegible]

May 11, 1964

NOTED
W. T. WRIGHT

Mr. Leonard I. Lindas
Chief Counsel
State Highway Commission
Legal Department
State Highway Building

Dear Leonard:

There is enclosed a communication from Mrs. Bernard P. Connolly, 5715 S.W. Pasadena Drive, Portland 19, Oregon, dated May 9, 1964, relative to some difficulties encountered in drainage and road construction in view of highway construction in the Portland area.

It would be appreciated if you would review the matter set forth and prepare a form of reply for my signature, returning the enclosure with your suggested reply.

Very sincerely yours,

Bob

Attorney General

RYT r
Enclosure

RECEIVED
MAY 1[illegible] 1964
RIGHT OF [illegible]

Answered
PPL
Hy way Div

RECEIVED
MAY 11 1964
ATTORNEY GENERAL
SALEM OREGON

MRS. BERNARD P. CONNOLLY
3715 S. W. PASADENA DRIVE, PORTLAND 19, OREGON

May 9, 1964.

The Attorney General of Oregon.
Salem, Oregon.

Dear Sir;

In as much as you could not help me with my personal problems created for me, by my marriage to a confidence man, perhaps you can help me with the problems created, for me and my neighbors, by the State Highway Department.

Of course it is routine-in this day and age of honorless transactions-to foist property that is going to be ruined by the building of Freeways on newcomers to the state. I had asked a "Friend?" to act as my agent and buy me a small house on Lake Oswego. She bought a house and almost immediately the trees began to come down to make way for the Salem Freeway. In buying a small piece of my property I was assured that this move would "in no way hurt my property". Of course I realize that we all like to drive on these fine freeways. I also know that people would be never ending in their demands for huge sums to make up to them for the forced moves etc. The problem is great and hard to solve. However I know that when property is taken, when the whole way of life of a community is changed as this small section called in 1953 "Del Ray Park" which one entered from Barbour Blvd and thru a lovely little gateway, it is wrong to treat citizens as we have been treated and are being treated.

A stream was diverted into and thru my dry basement. This cost me hundreds of dollars to get a control over and it still presents problems during the heavy rains. My patio is utterly useless to me in the summer. It was a lovely spot, but with trucks going by constantly there is no peace nor pleasure. Those things must come with the Freeway.

However the State refuses to do anything about the paving of the road that was Pasadena Drive and, after they opened it up for the building of the Freeway is also-one block-Pamona. No one lived facing Pomona, yet it took me almost three years to get some street signes telling my friends where Pasadena Drive is(and on the place they come off of Barbour to get here the only sign is for Pamona).

Tho I was promised a fine paved road the only road that we have is a gravel road full of ruts and on the west there are regular pools of water in the rainy season and deep holes when it finally dries up. We-all the neighbors- have written until they are almost exhausted and are completely disgusted with the Highway Department, but said group contend that they have fully fullfilled their obligation to us by putting that miserable road in. They contend that it is "as good as the road that was there before". That is true, but the road before was used only by the very few people who were living here. It was a "dedicated road". However this is now an access road for everyone uses it so as to avoid going to Barbour to get on a road to go into Portland. I wrote this , lately to Governor Hatfield. They have now made the spot, that was so dangerous at 63 and Barbour, so much worse that everyone is having much conversation about it. It is a death trap and each move to improve it makes it more inconvient for us all. How the State, owning half the property all along Pasadena Drive and being the cause of all the trouble to us all in cutting off our exits and lowering the value of all this property, and making the use of our porches and patios can just state that they have no obligations to us to either, keep up the mud bank we have to look at nor put in a pavement only they

MRS. BERNARD P. CONNOLLY
5715 S. W. PASADENA DRIVE, PORTLAND 19, OREGON

know. I am sure that we are not alone in feeling that we have been badly dealt by. A movement is afoot, at this time, that they can blame only on themselves and on the attitude they have taken toward the public whose property and way of life they have disrupted.

These problems are, I am sure, in your provence and I will deeply appreciate your looking into the group whose attitudes toward the public in general have been the cause of so much trouble both to us and to themselves.

One of the things that I want further to point out is that in building this highway the engineers or whomever it is that have charge of changing septic tanks and water lines in such building, have diverted the water from the hill above us down into a large pipe. That pipe gushes into a spring at the home of Mr. Charles Davis who used to use that spring both for irrigation and, at times, drinking and certainly for the children to play around. In spite of all the effort Mrs Davis takes to divert this water from the hill by pulling and tugging at rocks and so forth. (Mr. Davis is an invalid and can do little that requires physical energy) down comes the water and away go the dams. The county come out and say there is nothing that they can do for it is not their problem. However the children lately found an open septic tank in sixty-first street and this morning at time and a half for the work, there are men out filling it up-using Pasadena Drive as their access to do the work too.

I am sorry I have to write long letters, but these problems have not been solved in ten or eleven years and it takes time to write the details to you.

Thank you for your time.

RECEIVED
APR 23 1964

FOR FILING

[illegible]

5944

April 22, 1964

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Mrs. Bernard P. Connolly's letter addressed to the Governor is one of a continuing harassment of public officials on the subject of Pasadena Drive.

Over a period of time, starting in 1961, the Highway Department has been involved in some 80 pieces of correspondence. The Highway Department actually has gone farther than could be justified in the improvement of what was originally two-wheel tracks through the grass and mud with absolutely no surfacing. The Highway Department graded and surfaced Pasadena Drive, making it an all-weather road.

Mrs. Connolly indicates in her penultimate paragraph "And the worst of it all is that it would have taken them less time to pave this short strip of road than they have taken in surveys, answers, and conferences and so forth". Mrs. Connolly may be correct to time but this does not justify the improper use of state road-user funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc R. L. Porter
Victor D. Wolfe

VDW:hlb bbc

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
April 22, 1964

Mrs. Bernard P. Connolly
5715 S. W. Pasadena Drive
Portland 19, Oregon

Dear Mrs. Connolly:

In response to your letter of April 14, I have asked the Highway Department to explain the situation in the vicinity of Del Rey Park, specifically as to Pasadena Drive in Del Rey Park to which you referred.

The Highway Department advises that Pasadena Drive is a roadway dedicated to the public but is not a part of a city, county, or state road system. I am further advised that it connects S. W. Pasadena Street near 55th Avenue to S. W. Pomona Street near 61st Avenue.

Investigation reveals that, while a dedicated thoroughfare, no responsibility for improvement or maintenance of the traveled way rests in any public agency. The County may assume maintenance if the Board of Commissioners so chooses and may be petitioned to do so. If the County were to accept this responsibility, it would thereafter perform necessary maintenance.

The Highway Department advises that prior to construction of the freeway in this area, Pasadena Drive was completely unimproved in this area. Due to the construction of the freeway, it was relocated and graded a very short distance north of its original position to make room for the fill slopes made to support the highway. The reconstruction is on land acquired for roadway purposes under the jurisdiction of the County. The road was surfaced to make all-weather travel between S. W. 55th and S. W. 61st Avenues possible. I am assured this provides an all-weather roadway far better than the original.

Del Rey Park has expanded rapidly and a large number of homes have been constructed. This apparently has contributed to an increased volume of traffic using Pasadena Drive.

I regret that there is dissatisfaction on your part, but in view of the constitution and statutes of this state as to dedicated highway funds, I feel that the Highway Department has fulfilled its obligations re this street and that no further expenditure of state funds for improvement could be justified.

cc R. L. Porter
Victor D. Wolfe

VDW:hlb bbc

FROM THE DESK OF
MARK O. HATFIELD

April 16, 1964

Forrest:

Please prepare a suggested reply for the Governor's signature.

Warne

RECEIVED
APR 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1[illegible] 1964
OREGON
STATE HIGHWAY COMMISSION

[illegible]

Hwy

Mrs. Bernard P. Connolly
8715 S. W. Pasadena Drive, Portland 19, Oregon

April 14, 1964.

My dear Governor Hatfield;

There is one thing that I am very sure of and that is that were you in my situation you, too, would wonder why you-or I-should pay the State Of Oregon any income tax whatsoever.

This is the story.

I moved to Oregon, from Kansas City, Missouri, a naive trusting, stupid soul. Because of a real tragedy, I had an agent buy a home for me. I asked that it be on Lake Oswego, but this home was sold, with the assurance that the Salem Freeway would be far away. Almost before the curtains were hung the little men with axes began cutting down the lovely trees.

Of course the rest of the story is old. All the property in this hole under the Freeway, is ruined as far as property values go. BUT the worst of all is that the Highway Department in no way kept their contract with this group of people. We were assured that we could have a fine road with lovely and artistic plantings on the mud bank. What do we have? We have weeds on the mud bank, pools of water on the socalled road, broken springs on our cars, unsalable homes and insults both from the State Highway Department and the County Road Commissions.

If you would like to read something interesting request the file of the letters about Pasadena Drive. And the worst of it all is that it would have taken them less time to pave this short strip of road than they have taken in surveys, answers, conferences and so forth.

Thank you for your time.

(Mrs B.P.) Frances S. Connolly
Frances S. Connolly.

APR 17 [illegible]

RECEIVED
NOV 22 1963
FOR FILING

November 21, 1963

Mrs. James W. Ream
10915 S. W. 57th Street
Portland 19, Oregon

Dear Mrs. Ream:

This is in reply to your letter of November 4 which supplements that of August 15, protesting lack of maintenance of S. W. Pasadena Drive.

Your reference to severance of access to S. W. Barbur Boulevard due to poor condition of S. W. Pasadena Drive must concern that part from S. W. 59th Avenue to approximately S. W. 60th Avenue, since from 55th to 59th, it is quite acceptable. Prior to the relocation of S. W. Pasadena during freeway construction, the section from the Connolly (then Rutherford) driveway to S. W. 60th Avenue was not an improved street. It lacked both grading and surfacing and was fit for travel only in the dry seasons of the year. Access to the main County road system was re-established by constructing S. W. 55th Avenue from Comus Street to a point north of S. W. Dickenson Street. Prior to this construction, S. W. 55th was dead end at the "Walters" driveway at Comus Street. Pasadena Drive was never developed as a part of the principal road system but was a "replacement" of the old roadway west of the Connolly entrance.

The reference to other "agencies" through which road improvements might be arranged would include neighborhood group pooling of funds to finance maintenance; establishment of an improvement district; or County construction financed by those served by the road. Any of these means entails financial contribution by the persons benefitted. In as much as your group has been in contact with Mr. Northrop, County Roadmaster and Engineer, I am certain you have been advised of the services his department can provide and the participation expected from property holders. The other alternatives are less fixed as to pattern and could be set up as desired by the local people.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper

LPS:ajw

November 4, 1963
10915 S.W. 57th St.
Portland 19, Oregon

Mr. Lloyd P. Shaw
Asst. State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Shaw:

The condition of S.W. Pasadena Drive becoming now almost impassable has prompted me to write again and to answer your letter of August 23.

Since the fall rains have started, most of the road is covered with deep puddles and ruts: in one spot a huge puddle covering almost 3/4 of the road. I mention this because in your letter you stated that State monies were expended to reestablish traffic flow on streets which had been severed or relocated due to construction of the freeway. Pasadena Drive is coming to the point where it will become impassable, which will then sever our access to Barbur Blvd. This could be considered a direct result of Freeway construction, therefore coming under the category for expendable funds.

I do not know the source which promised to blacktop Pasadena Drive. I do know for a fact that the property owners on same street were told that the work would be done. Certainly your State Highway Commission officials would not make statements to this effect on their own authority.

Just what "other agencies" do you refer to? The County has already been notified of this condition and they say they cannot take it over until you bring the road up to County specifications, then they will maintain it. (I might add that they are constantly working on all the surrounding roads in this area and keep them in excellent condition.)

If you have any particular agency in mind that would really get some action on this problem, please let me know.

Very truly yours,
Mrs. James H. Ream
Mrs. James W. Ream

RECEIVED
NOV 1 1963
FOR FILING

5944

November 1, 1963

Mrs. William M. Torok
10824 S. W. 57th Avenue
Portland 19, Oregon

Dear Mrs. Torok:

This acknowledges receipt of your letters of August 15 and October 28.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper

10854 S.E. 57th Ave.
Portland 19, Oregon
Oct 28, 1963

Oregon State Highway Dept.

Dear Sir;

I am enclosing a letter I have sent to Mr. Jackson. It will also be sent out to the newspapers and legislative leaders, if some action is not taken. I only hope you work to correct these mistakes, because I feel the ~~th~~ public is beginning to know and feel how you are handling this situations.

My letter of August 15 1963 has gone unanswered. I would still like a reply.

Sincerely yours,
Mrs William M. Torok

[illegible] S.W. 57th
Portland 19, Oregon
October [illegible]

Dear Sirs:

As an average citizen of this country, I would like to ask "Where is justice!"

We, as citizens of this state, have certain pride in our accomplishments to be a good citizen. We live by the laws set up for us.

My folks were property owners in this area in 1945 and we have been since then. We presently [illegible] as [illegible] contributing to the state and community. We have worked hard to maintain our home and save enough to educate our children, hoping they too will become good citizens. Is it worth it?

We happen to be one of the unfortunate ones close to the freeway. Our peaceful and quiet home we call home has been turned into the noisy midst of the traffic all day. Our nights are spent awake listening to the big trucks shift-gearing, the ups and downs of the [illegible]. The joy and pride of owning is gone. If we try to sell, our location is undesirable. We would have to take a loss, so we make the most of it.

It is not enough to suffer from the noise and depreciation of our property, the State Highway Commission leaves us with an access road to maintain. Due to the change of grade this road [illegible] greatly increased. We are expected to assume this expense.

The drive into our property is made unsightly by the freeway left unmaintained. The property along side is left unused to grow into weeds and high grass.

Where is justice? When one of our state agencies chooses to treat us like this? This is not a burden for a few property owners to bear. A much greater effort should be made to correct this situation. It is worse than being completely uprooted by the freeway. At least then an effort is made to buy you out for a fair price. Our losses have no compensation. As long as the State Highway Commission persists in handing out this kind of treatment, we should protest. Many verbal promises were made, but never carried out. We were patient, but now I think they want no part of us.

Sincerely yours,

Mrs William M. Torok

Lillian Torok

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF GLENN L. JACKSON
% PACIFIC POWER AND LIGHT CO.
MEDFORD, OREGON

October 29, 1963

Mrs. William M. Torok
10824 S. W. 57th Avenue
Portland 19, Oregon

Dear Mrs. Torok:

This is in answer to your letter of October 28 relative to the access road matter referred to in the attachment.

I have called the chief engineer of the Highway Department who informs me that this access road was graveled and brought up to a higher standard than found when work was started on the Freeway.

As you know, the construction of a Freeway is a federal project in which the state of Oregon performs certain functions under the authority of the Bureau of Public Roads. Since the road or street to which you referred is not on the state highway system, its maintenance must necessarily be the responsibility of the city or county and it is my understanding that the county has refused to accept responsibility at this time.

It is regretable that the construction of this Freeway has caused you any inconvenience but it has been impossible to carry out the dictates of the Congress in the construction of an interstate Freeway without, in some cases, causing hardships which cannot, by law, be compensated for.

Sincerely yours,

NOTED
R. L. PORTER

GLJackson
mg

cc: Mr. Forrest Cooper

RECEIVED
OCT 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

10834 S.W. 5th Ave
Portland 19, Oregon
October 18 1963.

Glenn L. Jackson
State Highway Commission
Medford, Oregon

Dear Sir:

As chairman of the State Highway Commission, I think you might be interested in this letter. A copy will be mailed to the newspapers as well as the legislative leaders, if some action is not taken. I only hope you ask yourself, "Is this right?". I think the public is starting to feel and know how you are handling these situations.

Several letters have been sent to the State Highway Department on this matter, including this one.

Sincerely yours,
Mrs William N. Torok

10824 S.W. 57th
Portland 19, Oregon
October 28, 1963

Dear Sirs:

As an average citizen of this state, I would like to ask "Where is justice!"

We, as citizens of this state, work and take pride in our accomplishments to be a good citizen. We live by the laws set up for us.

M My folks were property owners in this area in 1915 and we have been since 1943. As property owners we felt we were contributing to the state and community. We have worked hard to maintain a home and save enough to educate our children, hoping they too will become good citizens. Is it worth it?

We happen to be one of the unfortunates upset by the freeway. Our peaceful and quiet haven we call home has been turned into the noisy grind of the traffic all day. Our nights are kept wakeful listening to the big trucks shift-making the ups and downs of the grade. The joy and pride of owning is gone. If we try to sell, our location is undesirable. We would have to take a loss, so we make the most of it.

It is not enough to suffer from the noise and depreciation of our property, the State Highway Commission leaves us with an access road to maintain. Due to the change of egress this roads' use has been greatly increased. We are expected to assume this expense.

The drive into our property is made uninviting by the freeway left unmaintained. The property along side is left vacant to grow into weeds and high grass.

Where is justice? When one of our state agencies chooses to treat us like this? This is not a burden for a few property owners to bear. A much greater effort should be made to correct this situation. It is worse than being completely uprooted by the freeway. At least then an effort is made to buy you out for a fair price. Our losses have no compensation. As long as the State Highway Commission persists in handing out this kind of treatment, we should protest. Many verbal promises were made, but never carried out. We were patient, but now I think they want no part of us.

Sincerely yours,

Mrs Lillian B. Torok

Lillian Torok (Mrs William M.)

RECEIVED
SEP 9 1963
FOR FILING

Monthly transaction number	Form 2A (5-3 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
Project report number 10 295	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-5-63	County Multnomah
		Project number I-5-6(21)295

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 4**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project	$ 64,001.00
Revised Federal funds	$ 58,563.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **5th** day of **September**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stone

Asst State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BY~~ A. W. Parsons
Division Engineer

By: LRBacklund
L. R. Backlund
Administrative Manager

September 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the 19th Avenue - Tigard Interchange Section, Project No. I-5-6(21)295.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]:pas

RECEIVED
JUL 17 1961

Monthly Transaction No. 8-23	For -2 (9-1. 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No.	**FEDERAL-AID PROJECT AGREEMENT**	County **Multnomah**
		Project No. **I-5-6(21)295**

I-5-1(21) A

#5947

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **US 99. SW 19th Ave. (Portland) to Tigard Jct.**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-1-61	2.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 60,250	Federal funds $ 55,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by Division Engineer **August 4, 1961**

USComm-DC 40257

August 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the 19th Avenue-Tigard Interchange Section, Project No. I-5-6(21)295.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

July 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the 19th Avenue-Tigard Interchange Section, Project No. I-5-6(21)295.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid
Project No. I-5-6(21)295

19th AVENUE-TIGARD INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 26, 1961

Type Code Y005
Roadside Improvement (Sta. 268+25 to Sta. 418+00)

Tractor and Dozer	220	hours	$ 14.00	$ 3,080.00
Blade and Grader	110	hours	14.00	1,540.00
Furnishing and Placing Topsoil	790	cu.yd.	2.50	1,975.00
1/2-inch Galvanized Steel Pipe	1,330	lin.ft.	0.51	678.30
3/4-inch Galvanized Steel Pipe	2,200	lin.ft.	0.62	1,364.00
1-inch Galvanized Steel Pipe	2,100	lin.ft.	0.76	1,596.00
1 1/4-inch Galvanized Steel Pipe	1,230	lin.ft.	0.92	1,131.60
1 1/2-inch Galvanized Steel Pipe	780	lin.ft.	1.06	826.80
2-inch Galvanized Steel Pipe	1,630	lin.ft.	1.40	2,282.00
2 1/2-inch Galvanized Steel Pipe	340	lin.ft.	2.10	714.00
1-inch Automatic Control Valves	5	only	27.00	135.00
1 1/4-inch Automatic Control Valves	2	only	30.00	60.00
2-inch Automatic Control Valves	18	only	42.00	756.00
1-inch Gate Valves	4	only	3.75	15.00
1 1/4-inch Gate Valves	1	only	10.00	10.00
1/2-inch Automatic Drain Valves	25	only	3.50	87.50
1-inch Vacuum Breakers	5	only	20.00	100.00
1 1/4-inch Vacuum Breakers	2	only	28.00	56.00
2-inch Vacuum Breakers	18	only	42.00	756.00
Pop-up Sprinkler Heads, Nonrevolving	270	only	4.00	1,080.00
Shrubbery Sprinkler Heads	210	only	2.00	420.00
20-Section Automatic Sprinkler Controller	1	only	450.00	450.00
5-Section Automatic Sprinkler Controller	1	only	250.00	250.00
2-inch Galvanized Steel Pipe (Conduit)	55	lin.ft.	3.50	192.50
2-inch Electrical Conduit	155	lin.ft.	2.00	310.00
Furnishing and Planting Trees	800	only	8.00	6,400.00
Furnishing and Planting Shrubs	3,650	only	3.00	10,950.00
Furnishing and Planting Vines, Bearberry	24,350	only	0.35	8,522.50
Furnishing and Planting Vines, English Ivy	33,185	only	0.20	6,637.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	22,600	only	0.20	4,520.00
Furnishing and Planting Vines, Salal	2,890	only	0.85	2,456.50
Roadside Seeding	13	acres	150.00	1,950.00
Grass Seed, Creeping Red Fescue	170	lbs.	0.60	102.00
Grass Seed, Chewing Fescue	120	lbs.	0.50	60.00
Grass Seed, White Clover	55	lbs.	0.75	41.25
Organic Fertilizer, 5-3-2	130	CWT	5.50	715.00
Inorganic Fertilizer, 10-16-8	54	CWT	5.00	270.00

Manure Fertilizer	100 cu.yds.	$ 10.00	$ 1,000.00
Mulch Material	440 units	15.00	6,600.00
			$70,089.95
Flagging (57½% of Contractor's Cost)	All Required		250.00
	Subtotal		$70,339.95
	10% Engr. & Cont.		7,033.05
	Total		$77,373.00

Length of Project	2.836 Miles
Cost of Project Per Mile	$27,282.44

Federal Funds	$71,000.00
State Funds	6,373.00
	$77,373.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(21)295

19th AVENUE-TIGARD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 24, 1961

Type Code Y005
Roadside Improvement (Sta. 268+25 to Sta. 418+00)

Tractor and Dozer	220	hours	$ 14.00	$ 3,080.00
Blade and Grader	110	hours	14.00	1,540.00
Furnishing and Placing Topsoil	790	cu.yds.	2.50	1,975.00
1/2-inch Galvanized Steel Pipe	540	lin.ft.	0.55	297.00
3/4-inch Galvanized Steel Pipe	300	lin.ft.	0.62	186.00
1-inch Galvanized Steel Pipe	350	lin.ft.	0.76	266.00
1 1/4-inch Galvanized Steel Pipe	270	lin.ft.	0.90	243.00
1 1/2-inch Galvanized Steel Pipe	60	lin.ft.	1.10	66.00
1 1/4-inch Automatic Control Valves	5	only	40.00	200.00
1/2-inch Automatic Drain Valves	10	only	4.00	40.00
1 1/4-inch Vacuum Breakers	5	only	30.00	150.00
Shrubbery Sprinkler Heads	85	only	2.00	170.00
5-Section Automatic Sprinkler Controller	1	only	250.00	250.00
Furnishing and Planting Trees	790	only	9.00	7,110.00
Furnishing and Planting Shrubs	3,180	only	3.50	11,130.00
Furnishing and Planting Vines, Bearberry	24,350	only	0.40	9,740.00
Furnishing and Planting Vines, English Ivy	32,200	only	0.25	8,050.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	22,600	only	0.25	5,650.00
Furnishing and Planting Vines, Salal	210	only	0.90	189.00
Roadside Seeding	11	acres	500.00	5,500.00
Grass Seed, Creeping Red Fescue	140	lbs.	0.60	84.00
Grass Seed, Chewing Fescue	100	lbs.	0.50	50.00
Grass Seed, White Clover	45	lbs.	0.75	33.75
Organic Fertilizer, 5-3-2	120	CWT	5.50	660.00
Inorganic Fertilizer, 10-16-8	45	CWT	5.00	225.00
Manure Fertilizer	95	cu.yds.	10.00	950.00
Mulch Material	420	units	15.00	6,300.00
				$64,134.75
Flagging (57½% of Contractor's Cost)	All Required			250.00
	Subtotal			$64,384.75
	10% Engr. & Cont.			6,438.25
			Total	$70,823.00

Length of Project - - - - - - - - - - -	2.836 Miles
Cost of Project Per Mile- - - - - - -	$24,972.84

Federal Funds -	$65,000.00
State Funds -	5,823.00
	$70,823.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(21)295

19th AVENUE-TIGARD INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 8, 1961

Type Code Y005
Roadside Improvement (Sta. 268+25 to Sta. 418+00)

Tractor and Dozer	220	hours	$14.00	$ 3,080.00
Blade and Grader	110	hours	14.00	1,540.00
Furnishing and Placing Topsoil	790	cu.yds.	2.50	1,975.00
1/2-inch Galvanized Steel Pipe	540	lin.ft.	0.55	297.00
3/4-inch Galvanized Steel Pipe	300	lin.ft.	0.62	186.00
1-inch Galvanized Steel Pipe	350	lin.ft.	0.76	266.00
1 1/4-inch Galvanized Steel Pipe	270	lin.ft.	0.90	243.00
1 1/2-inch Galvanized Steel Pipe	60	lin.ft.	1.10	66.00
1 1/4-inch Automatic Control Valves	5	only	40.00	200.00
1/2-inch Automatic Drain Valves	10	only	4.00	40.00
1 1/4-inch Vacuum Breakers	5	only	30.00	150.00
Shrubbery Sprinkler Heads	85	only	2.00	170.00
5-Section Automatic Sprinkler Controller	1	only	250.00	250.00
Furnishing and Planting Trees	790	only	9.00	7,110.00
Furnishing and Planting Shrubs	3,180	only	3.50	11,130.00
Furnishing and Planting Vines, Bearberry	24,350	only	0.40	9,740.00
Furnishing and Planting Vines, English Ivy	32,200	only	0.25	8,050.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	22,600	only	0.25	5,650.00
Furnishing and Planting Vines, Salal	210	only	0.90	189.00
Roadside Seeding	12	acres	500.00	6,000.00
Grass Seed, Creeping Red Fescue	150	lbs.	0.60	90.00
Grass Seed, Chewing Fescue	110	lbs.	0.50	55.00
Grass Seed, White Clover	50	lbs.	0.75	37.50
Organic Fertilizer, 5-3-2	120	CWT	5.50	660.00
Inorganic Fertilizer, 10-16-8	50	CWT	5.00	250.00
Manure Fertilizer	95	cu.yds.	10.00	950.00
Mulch Material	420	units	15.00	6,300.00
				$64,674.50
Flagging (57½% of Contractor's Cost)	All Required			250.00
	Subtotal			$64,924.50
	10% Engr. & Cont.			6,491.50
	Total			$71,416.00

Length of Project - - - - - - - - - - - 2.836 Miles
Cost of Project Per Mile - - - - - - - $25,181.94

Federal Funds	$65,000.00
State Funds	6,416.00
	$71,416.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(21)295

19th AVENUE-TIGARD INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 25, 1961

Type Code Y005
Roadside Improvement (Sta. 268+25 to Sta. 418+00)

Tractor and Dozer	220	hours	$ 14.00	$ 3,080.00
Blade and Grader	110	hours	14.00	1,540.00
Furnishing and Placing Topsoil	790	cu.yds.	2.50	1,975.00
1/2-inch Galvanized Steel Pipe	540	lin.ft.	0.55	297.00
3/4-inch Galvanized Steel Pipe	300	lin.ft.	0.62	186.00
1-inch Galvanized Steel Pipe	350	lin.ft.	0.76	266.00
1 1/4-inch Galvanized Steel Pipe	270	lin.ft.	0.90	243.00
1 1/2-inch Galvanized Steel Pipe	60	lin.ft.	1.10	66.00
1 1/4-inch Automatic Control Valves	5	only	40.00	200.00
1/2-inch Automatic Drain Valves	10	only	4.00	40.00
1 1/4-inch Vacuum Breakers	5	only	30.00	150.00
Shrubbery Sprinkler Heads	85	only	2.00	170.00
5-Section Automatic Sprinkler Controller	1	only	250.00	250.00
Furnishing and Planting Trees	790	only	9.00	7,110.00
Furnishing and Planting Shrubs	3,180	only	3.50	11,130.00
Furnishing and Planting Vines, Bearberry	24,350	only	0.40	9,740.00
Furnishing and Planting Vines, English Ivy	32,200	only	0.25	8,050.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	22,600	only	0.25	5,650.00
Furnishing and Planting Vines, Salal	210	only	0.90	189.00
Roadside Seeding	11	acres	150.00	1,650.00
Grass Seed, Creeping Red Fescue	140	lbs.	0.60	84.00
Grass Seed, Chewing Fescue	100	lbs.	0.50	50.00
Grass Seed, White Clover	45	lbs.	0.75	33.75
Organic Fertilizer, 5-3-2	120	CWT	5.50	660.00
Inorganic Fertilizer, 10-16-8	45	CWT	5.00	225.00
Manure Fertilizer	95	cu.yds.	10.00	950.00
Mulch Material	420	units	15.00	6,300.00
				$60,284.75
Flagging (57½% of Contractor's Cost)	All Required			250.00
	Subtotal			$60,534.75
	10% Engr. & Cont.			6,053.25
			Total	$66,588.00

Length of Project - - - - - - - - - - - 2.836 Miles
Cost of Project Per Mile- - - - - - - - $23,479.54

Federal Funds - $61,000.00
State Funds - 5,588.00

$66,588.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(21)295

19TH AVENUE-TIGARD INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 1, 1961

Type Code Y005
Roadside Improvement (Sta. 268+25 to Sta. 418+00)

Tractor and Dozer	220	hour	$14.00	$ 3,080.00
Blade Grader	110	hour	14.00	1,540.00
Furnishing and Placing Topsoil	790	cu.yd.	2.50	1,975.00
1/2-inch Galvanized Steel Pipe	540	lin.ft.	0.55	297.00
3/4-inch Galvanized Steel Pipe	300	lin.ft.	0.62	186.00
1-inch Galvanized Steel Pipe	350	lin.ft.	0.76	266.00
1¼-inch Galvanized Steel Pipe	270	lin.ft.	0.90	243.00
1½-inch Galvanized Steel Pipe	60	lin.ft.	1.10	66.00
1½-inch Automatic Control Valves	5	only	40.00	200.00
1/2-inch Automatic Drain Valves	10	only	4.00	40.00
1¼-inch Vacuum Breakers	5	only	30.00	150.00
Shrubbery Sprinkler Heads	85	only	2.00	170.00
5-Section Automatic Sprinkler Controller	1	only	250.00	250.00
Furnishing and Planting Trees	790	only	9.00	7,110.00
Furnishing and Planting Shrubs	3,180	only	3.50	11,130.00
Furnishing and Planting Vines, Bearberry	24,350	only	0.40	9,740.00
Furnishing and Planting Vines, English Ivy	32,200	only	0.25	8,050.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	22,600	only	0.25	5,650.00
Furnishing and Planting Vines, Salal	210	only	0.90	189.00
Roadside Seeding	11	acre	150.00	1,650.00
Grass Seed, Creeping Red Fescue	140	lb.	0.60	84.00
Grass Seed, Chewings Fescue	100	lb.	0.50	50.00
Grass Seed, White Clover	45	lb.	0.75	33.75
Organic Fertilizer, 5-3-2	120	cwt.	5.50	660.00
Inorganic Fertilizer, 10-16-8	45	cwt.	5.00	225.00
Manure Fertilizer	95	cu.yd.	10.00	950.00
Mulch Material	420	unit	15.00	6,300.00
				$ 60,284.75
Flagging (57½% of Contractor's Cost)	All Required			250.00
Spraying Blackberries, etc. (S.F.)	All Required			500.00
	Subtotal			$ 61,034.75
	10% Engr. & Cont.			6,103.25
	Total			$ 67,138.00

Length of Project - - - - - - - 2.836 Miles
Cost of Project Per Mile- - - - $23,673.48

Federal Funds - $ 61,000.00
State Funds - 6,138.00
$ 67,138.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(21)295

19th AVENUE-TIGARD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 2, 1961

Type Code Y005
Roadside Improvement (Sta. 268+25 to Sta. 418+00)

Tractor and Dozer	220	hours	$ 14.00	$ 3,080.00
Blade and Grader	110	hours	14.00	1,540.00
Furnishing and Placing Topsoil	790	cu. yds.	2.50	1,975.00
1/2-inch Galvanized Steel Pipe	540	lin. ft.	0.51	275.40
3/4-inch Galvanized Steel Pipe	300	lin. ft.	0.62	186.00
1-inch Galvanized Steel Pipe	350	lin. ft.	0.76	266.00
1 1/4-inch Galvanized Steel Pipe	270	lin. ft.	0.92	248.40
1 1/2-inch Galvanized Steel Pipe	60	lin. ft.	1.06	63.60
1 1/4-inch Automatic Control Valves	5	only	30.00	150.00
1/2-inch Automatic Drain Valves	10	only	3.50	35.00
1 1/4-inch Vacuum Breakers	5	only	28.00	140.00
Shrubbery Sprinkler Heads	85	only	2.00	170.00
5-Section Automatic Sprinkler Controller	1	only	250.00	250.00
Furnishing and Planting Trees	790	only	8.00	6,320.00
Furnishing and Planting Shrubs	3,180	only	3.00	9,540.00
Furnishing and Planting Vines, Bearberry	24,350	only	0.35	8,522.50
Furnishing and Planting Vines, English Ivy	32,200	only	0.20	6,440.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	22,600	only	0.20	4,520.00
Furnishing and Planting Vines, Salal	210	only	0.85	178.50
Roadside Seeding	12	acres	150.00	1,800.00
Grass Seed, Creeping Red Fescue	150	lbs.	0.60	90.00
Grass Seed, Chewing Fescue	110	lbs.	0.50	55.00
Grass Seed, White Clover	50	lbs.	0.75	37.50
Organic Fertilizer, 5-3-2	120	CWT	5.50	660.00
Inorganic Fertilizer, 10-16-8	50	CWT	5.00	250.00
Manure Fertilizer	95	cu. yds.	10.00	950.00
Mulch Material	420	units	15.00	6,300.00
				$54,042.90
Flagging (57½% of Contractor's Cost)	All	Required		250.00
	Subtotal			$54,292.90
	10%	Engr. & Cont.		5,429.10
		Total		$59,722.00

Length of Project . . . . .2.836 Miles
Cost of Project Per Mile. $21,058.53

Federal Funds	$54,000.00
State Funds	5,722.00
	$59,722.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(21)295

19th AVENUE-TIGARD INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 3, 1961

Type Code 1995
Roadside Improvement (Sta. 268+25 to Sta. 418+00)(Contract No. 5944)

Tractor and Dozer	220	hours	$ 13.00	$ 2,860.00
Blade Grader	110	hours	13.00	1,430.00
Furnishing and Placing Topsoil	790	cu. yds.	3.00	2,370.00
1/2-inch Galvanized Steel Pipe	540	lin. ft.	0.50	270.00
3/4-inch Galvanized Steel Pipe	300	lin. ft.	0.60	180.00
1-inch Galvanized Steel Pipe	350	lin. ft.	0.75	262.50
1 1/4-inch Galvanized Steel Pipe	270	lin. ft.	0.99	267.30
1 1/2-inch Galvanized Steel Pipe	60	lin. ft.	1.05	63.00
1 1/4-inch Automatic Control Valves	5	only	27.35	136.75
1/2-inch Automatic Drain Valves	10	only	3.50	35.00
1 1/4-inch Vacuum Breakers	5	only	15.00	75.00
Shrubbery Sprinkler Heads	85	only	1.60	136.00
5-Section Automatic Sprinkler Controller	1	only	385.00	385.00
Furnishing and Planting Trees	790	only	7.55	5,964.50
Furnishing and Planting Shrubs	3,180	only	4.80	15,264.00
Furnishing and Planting Vines, Bearberry	24,350	only	0.30	7,305.00
Furnishing and Planting Vines, English Ivy	32,200	only	0.17	5,474.00
Furnishing and Planting Vines, Aaronsbeard St. Johnswort	22,600	only	0.22	4,972.00
Furnishing and Planting Vines, Salal	210	only	1.50	315.00
Roadside Seeding	11	acres	2.00	22.00
Grass Seed, Creeping Red Fescue	140	lbs.	0.40	56.00
Grass Seed, Chewings Fescue	100	lbs.	0.40	40.00
Grass Seed, White Clover	45	lbs.	0.95	42.75
Organic Fertilizer, 5-3-2	120	cwt.	5.00	600.00
Inorganic Fertilizer, 10-16-8	45	cwt.	5.00	225.00
Manure Fertilizer	95	cu. yds.	5.50	522.50
Mulch Material	420	units	12.50	5,250.00
				$ 54,523.30
Flagging (57½% of Contractor's Cost)	All Required			250.00
	Subtotal			$ 54,773.30
	10% Engr. & Cont.			5,476.70
	Total			$ 60,250.00

Length of Project	2.836 Miles
Cost of Project per Mile	$21,244.71

Federal Funds	$ 55,000.00
State Funds	5,250.00
	$ 60,250.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

RECEIVED
AUG 29 1963

FOR FILING

[illegible]

5944

August 28, 1963

American Surety Company
600 Yeon Building
Portland 4, Oregon

Gentlemen:

On August 15, 1963, we wrote to you concerning release of final payment on Contract No. 5944, awarded to Solomon Aichele for roadside improvement on S. W. 19th Avenue-Tigard Interchange Unit Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County.

Final payment on this contract is $3,817.65 and the total contract amount is $52,100.78, including $2,085.93 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Solomon Aichele
11360 S. E. Stevens
Portland 66, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
AUG 2 6 1963

FOR FILING

6944

August 23, 1963

Mrs. James W. Ream
10915 S. W. 57th
Portland 19, Oregon

Dear Mrs. Ream:

In reply to your letter of August 15, you are probably aware the State Highway Department has no jurisdiction over streets and roads in your area, other than US99W and Interstate Highway 5. Such State monies as were expended on roadways, other than the above, were to reestablish the traffic flow on streets or roadways which had been severed or relocated. Further expenditure of State Highway funds on these matters in this locality is not permissible.

We will be very interested in learning by what source you were promised the State's undertaking to blacktop "the road" in your area. None of our personnel is authorized to make any such commitment, nor have we any record of this having been done.

We appreciate your interest in the street system in your neighborhood and feel that through other agencies you should be able to arrange improvements.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper

10915 S.W. 57th
Portland 19, Oregon
August 15, 1963

State Highway Department
Salem, Oregon

Attention: Lloyd Shaw

Gentlemen:

As a property owner on S.W. 55th Street and Pasedena Drive, I would like to express our views on the recent issue of having Pasadena Drive repaired and maintained.

When we purchased this property in October 1961 we were assured that the State had promised to black top the road and landscape the banks. Later the North bound lane of the Baldock Freeway opened.

Now we feel that since the value of our property has decreased due to the noise of the freeway and by the unimproved roads in the area, at least the State could do is to make our area livable by paving Pasadena Drive and keeping the roadside weeds cut down.

We use Pasadena Drive as an access to Barbur Blvd., being a shorter distance than the County road S.W. 55th. Also our three children walk this road to their school bus stop to S.W. 61st and Pomona St. In the winter there are numerous ruts and puddles forcing cars to drive erratically and endangering the children - and ruining their shoes and clothes.

We would like to see something done about this condition.

Yours very truly,

MRS. JAMES W. REAM

NOTED
LLOYD P. SHAW

RECEIVED
AUG 19 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 22 1963
FOR FILING

5904

10824 S.W. 57th
Portland 19, Oregon
August 15, 1963

Mr. Forrest Cooper
Oregon State Highway Dept.
State Highway Building
Salem, Oregon

Dear Sirs:

In answer to your letter regarding Pasedena Drive and related matters:

You stated that highway funds are restricted to use. We are well aware of this and would not ask for them if we did not feel we were entitled to them.

Pasedena Drive was only used by seven families previous to the freeway. Today it is used by approximately sixty families. Most of these families live north on or off of S.W. 55th toward Taylor's Ferry Road. For them you have made it the most convenient as well as the shortest route to gain access to the freeway or Barbur Blvd. south. Many of them use it daily. One example: a service station operator toward the Tigard area averages four round trips daily by himself and family. They did not use it before or did other people in this area.

On S.W. 64th and Barbur you have created such a death trap that many people going north use Pasedena Drive to Taylor's Ferry, being a shorter distance than 62nd Street. The school bus drivers changed their routes last year so they would not be crossing this hazardous condition with a load of children.

One lady has tried to keep count of the cars that use this road. Many days she has counted as many as eighty five cars and trucks.

You suggested we use oil as a dust pallitive. This has been tried. One load was purchased and it lasted about two weeks or less. There again you have made maintenance cost prohibitive for a few property owners.

I have always interpreted the laws on public dedicated streets, privately maintained, that the burden of improving rests with the property owners on both sides. You are a property owner on the south portion. Do you expect us to take over your obligations or are you immune to them? We as property owners don't feel we should have to maintain this street since you have made it an access street and greatly increased its use.

File without reply

NOTED
LLOYD P. SHAW

While traveling on the freeway I notice that the streets I have observed along the borders are improved. Why wasn't ours? Our street is not visible from the freeway or is the ugly thistle and weeds that you have left unmaintained. I do notice the areas where the public can observe you maintain them quite well. It seems you have taken the attitude that we are only a few property owners and our losses are not recognized; but you can save a little money on us. Don't you think that we have lost enough in property values without maintaining an access street for you?

You mention the ornamental shrubs that you have planted. A large portion of them are Scoth Bloom. It was not too many years ago this area was covered with them. Most of us through the years have destroyed them. Many people have an allergy to them. I think a much better job could have been done using evergreens that our state is so well known for. These would give our banks a covering all through the year.

Today a great emphasis is put on blighted areas. I think this is just what your department will gradually cause if you let these conditions exist. This creates undesirable property.

I am bringing this matter to the attention of our County officials. I think you have been giving us the run-around long enough. Our patience has been tried. Many false promises were made but never carried out.

Sincerely,

Mrs William M. Torok

Mrs. William M. Torok

RECEIVED
AUG 1[illegible] 1963
OFFICE OF
STATE HIGHWAY ENGIN

RECEIVED
AUG 19 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 1 4 1963

FOR FILING

5944

August 13, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed February 21, 1962, on Contract No. 5944. The contract was with Solomon Nichols and was for roadside improvement on the S. W. 11th Avenue-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 13, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
AUG 7 - 1963

FOR FILING

J-56(21)295

#5944

Corpe

MRS. BERNARD P. CONNOLLY
5715 S. W. PASADENA DRIVE, PORTLAND 19, OREGON

NOTED
R. L. PORTER

Saturday August 3, 1963.

My dear Mr. Jackson;

Thank you so very much for your letter all about the "dedicated roads etc". To me this problem boils itself down to a little drama that is played-all over the world- many times a year.

The big, handsome Mr. State Highway Department comes to woo little innocent Miss Del Ray Park. He promises everything in the way of beautifully kep/up terraces and approaches,afine road, Miss Del Ray Park accedes to Mr. Highways every wish and without any fuss signs all her holdings away. After many, many, many months of having to live with the the dreadful problems created by the fact that their meeting had so changed Miss Parks life, Mr. Highway left with a shrug of his shoulders, broken promises and the question "what are you going to do about it?".

Porter - [illegible]

I'll agree that it is very nice to have some green trees and bushes on this ugly bank, this is "Beautiful Oregon" made that way by the fact that plants, bushes and trees grow easily and plentifully. This planting is not one whit more than should have been to help the state preserve this beauty. I would think that strong trees planted next to the highway would not only help with this dreadful truck noise, but would protect drivers from going off this steep bank in case of an accident.

I am truly sorry that you have had so much of your time taken up by my various letters. Please recall that the one that I wrote on June 12 was written, by me, because you told me, on the phone, that you had not recieved the one written on May the 4th. The one written on July 23 could hardly have been considered a letter, for it was a very small note.

NOTED
LLOYD P. SHAW

Sincerely yours.

Frances S. Connolly.

RECEIVED
AUG 1 - 1963
FOR FILING

5144

July 31, 1963
Salem, Oregon

Acceptance of Contract

Mr. L. P. Shaw
Assistant Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5944 with [illegible] for roadside improvement on the S.W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, completed February 21, 1962.

Request for acceptance has been held for replanting as required by the establishment period.

L. R. Young
Office Engineer

[illegible]
cc: Floyd Query
C. W. Nelson
F. D. Morgan

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF GLENN L. JACKSON
% PACIFIC POWER AND LIGHT CO.
MEDFORD, OREGON

RECEIVED
JUL 29 1963
FOR FILING

5944

July 25, 1963

Mrs. Bernard P. Connolly
5715 S. W. Pasadena Drive
Portland 19, Oregon

Dear Mrs. Connolly:

In response to your letters of May 4, June 12 and July 23, I have had an investigation made of the matters in the vicinity of Del Rey Park to which you objected.

Apparently the condition of surfacing on S. W. Pasadena Drive is the item of greatest concern. As you probably know, the State Highway Commission's jurisdiction does not encompass the hundreds of miles of dedicated roadways throughout the State which bear no system designation.

I am advised Pasadena Drive is a roadway dedicated to the public but is not a part of a City, State or County road system. It connects S. W. Pasadena Street near 55th Avenue to S. W. Pomona Street near 61st Avenue. As a dedicated thoroughfare the public has the right to use the drive but no responsibility for improvement or maintenance of the traveled way rests in any public agency. The County, if the Court so chooses, may assume maintenance and may be petitioned to do so. Upon acceptance, the County assumes and thereafter performs necessary maintenance.

Prior to construction of the freeway, Pasadena Drive was unimproved in the area west of your property. It was relocated and graded a short distance north of its original position due to fill slopes made to support the highway. It is on land acquired for, and held by, the County for roadway purposes. Development of that part of Del Rey Park west of your property more or less coincided with the freeway construction and brought a petition signed by many residents from your area, asking for surfacing to make all-weather travel between S. W. 55th and S.W. 61st Avenues possible. This assistance was granted but did not change the basic responsibility for further improvement or maintenance, which still lays in the adjacent owners. It did, however, provide for an all-weather roadway better than the former unimproved section.

Since the inception of freeway construction in this area, there has been a rapid development in Del Rey Park and a large number of homes have been added in the immediate area. This, of course, contributes to an increased volume of traffic using Pasadena Drive. Since this is a dedicated roadway, there can be no restriction as to who is to use it.

If the owners of the property abutting S. W. Pasadena Drive do not wish to meet Multnomah County requisites, which would permit bringing the street into the County road system, they might give consideration to application of a light coat of dust palliative such as can be obtained through many fuel oil distributors.

The slopes on the freeway near your property have been planted with Bolleana white poplar. About 100 of these trees have been set in a deep row to provide screening of sound and view. The poplar is a fast-growing tree and will attain a useful height earlier than most other species. The effect will be quite pleasing when the trees are well established.

The fill slopes have received more attention and more extensive planting than is usually provided and it is believed the plantings will present a satisfactory appearance after a few seasons' growth.

I feel that the State has fulfilled its obligations and that no further expenditure of State funds for improvement of the Del Rey Park area is justified.

Very truly yours,

Glenn L Jackson

GLJackson
mg

MARINA GARDINER

July 25, 1963

MR. COOPER:

I'm returning the file on Mrs. Connolly, having added another letter from her which was received yesterday, and Mr. Jackson's reply (which is identical to the letter you suggested).

Kindest regards.

MG.

Porter - for your info
file

NOTED
R.L PORTER

My dear Mr. Jackson

Here in "the hole" on Pasadena Drive we are still living in clouds of dust and bumping thru those great depression We are still waiting for the State to keep its promise of a good road made eleven years ago -

Frances S. Connolly-

Recd. Mr. Jackson's office 7/24/63

FORM E-102

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 22, 1963

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

In reply to your note on a letter from Mrs. Bernard P. Connolly, of Portland, dated June 12, I give you the following information.

The story is briefly this. When we constructed the Baldock Freeway, we had to shift the traffic on Pasadena Drive slightly to the west. This street was completely unimproved, it being a plotted way only. During dry weather it was possible to drive through but during the rainy season it was just two muddy ruts. Starting about the time of the construction of the freeway, the area built up substantially, making more travel in and out on Pasadena Drive.

Mrs. Connolly was quite noisy and, in order to pacify her, we placed some gravel on Pasadena Drive to make it an all-weather road. She has subsequently been on a campaign in an attempt to get us to oil or pave it; however, I do not believe it is our obligation, as we provided a far superior facility than was originally there. She has also complained some of the slopes along the freeway which we have taken care of by plantings.

I do not believe that we have any obligation in this matter. I am attaching a suggested draft of a letter for your consideration.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn
Encl.

SUGGESTED DRAFT FOR MR. JACKSON'S CONSIDERATION
July 19, 1963

Mrs. Bernard P. Connolly
5715 S. W. Pasadena Drive
Portland 19, Oregon

Dear Mrs. Connolly:

In response to your letters of May 4 and June 12, I have had an investigation made of the matters in the vicinity of Del Rey Park to which you objected.

Apparently the condition of surfacing on S. W. Pasadena Drive is the item of greatest concern. As you probably know, the State Highway Commission's jurisdiction does not encompass the hundreds of miles of dedicated roadways throughout the State which bear no system designation.

I am advised Pasadena Drive is a roadway dedicated to the public but is not a part of a City, State, or County road system. It connects S. W. Pasadena Street near 55th Avenue to S. W. Pomona Street near 61st Avenue. As a dedicated thoroughfare the public has the right to use the drive but no responsibility for improvement or maintenance of the traveled way rests in any public agency. The County, if the Court so chooses, may assume maintenance and may be petitioned to do so. Upon acceptance, the County assumes and thereafter performs necessary maintenance.

Prior to construction of the freeway, Pasadena Drive was unimproved in the area west of your property. It was relocated and graded a short distance north of its original position due to fill slopes made to support the highway. It is on land acquired for, and held by, the County for roadway purposes. Development of that part of Del Rey Park west of your property more or less coincided with the freeway construction and brought a petition signed by many residents from your area, asking for surfacing to make all-weather travel between S. W. 55th and S. W. 61st Avenues possible. This assistance was granted but did not change the basic responsibility for further improvement or maintenance, which still lay in the adjacent owners. It did, however, provide for an all-weather roadway better than the former unimproved section.

Since the inception of freeway construction in this area, there has been a rapid development in Del Rey Park and a large number of homes have been added in the immediate area. This, of course, contributes to an increased volume of traffic using Pasadena Drive. Since this is a dedicated roadway, there can be no restriction as to who is to use it.

If the owners of the property abutting S. W. Pasadena Drive do not wish to meet Multnomah County requisites, which would permit bringing the street into the County road system, they might give consideration to application of a light coat of dust palliative such as can be obtained through many fuel oil distributors.

The slopes on the freeway near your property have been planted with Bolleana white poplar. About 100 of these trees have been set in a deep row to provide screening of sound and view. The poplar is a fast-growing tree and will attain a useful height earlier than most other species. The effect will be quite pleasing when the trees are well established.

The fill slopes have received more attention and more extensive planting than is usually provided and it is believed the plantings will present a satisfactory appearance after a few seasons' growth.

I feel that the State has fulfilled its obligations and that no further expenditure of State funds for improvement of the Del Rey Park area is justified.

Coop – This gal is giving me hell – can you find out who's baby this is
LBJ.

MRS. BERNARD P. CONNOLLY
5715 S. W. PASADENA DRIVE, PORTLAND 19, OREGON

June 12, 1963.

My dear Mr. Johnson;

Several weeks ago a gentleman, by the name of Harold E. Barr, came to my home to talk to me about the problems that the building of the Salem Freeway had created for me and for my neighbors. I told him

First, that I had tried to sell my home after the freeway had started on the building and that no one would even look at the house. That even the real estate agents slammed up the phone when we told of our desire to have them list it here on Pasadena Drive. That this charming house had remaine vacant almost five years while I was living in San Francisco or traveling in Europe. That, when I finally came back to live here I had had to spend hundreds of dollars in order to divert a stream of water that was running thru my B.F.---Before Freeway- dry basement. That some of my tile had been cracked in the new bathroom, That my blacktop had been dug up in order to put in new lines for my changed drainage fields and had never been repaired. I had to spend almost three hundred dollars on having new blacktop.

I moved out to Portland to change my life. I had been living in Kansas City,Missouri , but did not want to continue living there. Portland appealed to me for its clean air, wonderful waterand lovely green trees. This house was bought for me by an agent-a friend?-. It was located in a charming little developement called Delray Park. The wood around were so lovely, the birds sang with so much enthusiam each morning. That did not last long and now I have the roar of trucks going by instead of the bird calls, the air is often full of gases, the water is dreadful, tho getting better-slowly.

Copy [illegible]

The thing that I am especially writing to you about now is about the road. When the first man came out to talk to me, eleven years ago, he assured me that the projected Freeway would in no way harm my home. That we would have a fine paved street in front of the house. Until last summer I had no idea why the paving was stopped just before it went in front of these poor abused homes down in this hole. As far as I can discover the reason is that an old man by the name of Lauterette wanted to bring in some building material thru this spot before the highway was finished. In order to accomodate this man who has nothing what-so-ever to do with this group of people here in old Delray Park, about six inched of gravel was thrown on the road. Now no one keeps it up nor will they put any "binder" on it. The State sits back most complacently and feel that they have dispatched their obligation.

It took me two years of almost constant calling to get the Highway Department to put up any street signs. I finally got one very good looking one at the corner of fifty-fifth. One fair one at fifty-seventh, a small one pointing toward this series of swimming holes that make up our street at sixty-first. At the corner of sixty-second they have a street sign Pomona. The reason for that is that before the road thru Delray Park was cut thru, that street-on which there is nothing, was the ending of Pomona which came from Tigard. You can imagine that it is a bit confusing to anyone who is looking for Pasadena Drive. As there is no house, what-so-ever facing on that short street called Pomona it did seem unnecessary to add to our already confused lives, but there it is.

Correct

[illegible]

Mr and Mrs Charles Davis have had such a problem created by the building of this highway too. Until this went in there was a small stream that ran down by their home. From that water they could irrigate their garder. When the workmen were around here they threw a lot of gravel and "stuff" in the stream. It is now impossible to use the pump and there is a marsh that is a perfect breeding ground for mosquitoes. Mrs Davis has

MRS. BERNARD P. CONNOLLY
5715 S. W. PASADENA DRIVE, PORTLAND 19, OREGON

brought this situation to the attention of the State Highway Department, but they have never helped her in any way. This is such a solid mass that the Davis family cannot move it themselves, so the thing goes on and on the mosquitoes get bigger and the population in "The Hole" get more and more disgusted.

When Mr. Barr suggested that I write a letter about these various situations I laughed out loud for I have spent almost every waking moment writing letters since I returned to Portland and this home almost four years ago. It is now a very funny situation over in the Highway Department for no one will answer his phone when I call, with the exception of one man. He will always talk to me very gently and very charmingly. Of course nothing happens about cutting the weeds for us or getting the dust settled for us, but he is polite about it.

Time was when I first moved out here that it was a pleasure to go out to the garden and gather the flowers. Now it is a real task for the leaves are so full of mud that each one must be scrubbed seperately in order to make an arrangement.

Our hearts all bleed because of the sad plight of the little children in the Congo and all the other under developed countries. My heart bleeds for the little children who have to walk along this road on their way to school, for they become covered with dust and have to go all day with that stone dust on them.

I took my car down for service one day and the manager asked me where in the world I had been for the underside of my car was a mass of rock and dirt. It always is and everyone in this district has far too much wear on their tires because of having to negotiate these dreadful holes.

Mr. Barr was trying to find out the aftermath of Freeway building

Mrs. Bernard P. Connolly
5715 S. W. Pasadena Drive, Portland 19, Oregon

so I would suggest that he advise anyone who might be going to buy a home to do some very serious investigating about the chance of a freeway going near by, AND NOT BUY ANYTHING WITHIN MILES OF IT.

Of course this home was bought with the assurence that this highway would be far away. YOur real estate dealers around about are clever people they are. AND THE CITIZENS WHO CAUGHT US FROM OUT OF TOWN were clever too.

I will just add this for it is funny-if it is not your situation. The house next door was sold to some people who had just come from New York. The day after the papers were all signed a little girl came in and said"Do you know they are going to build a Freeway right here?".

If you would do something about getting this road situation taken care of all of us who inhabit our hole will appreciate it.

Thank you for your time.

Frances S. Connolly -

Mrs. Berhard P. Connolly
5715 South West Pasadena Dr.
Portland 19, Oregon
Phone Ch.6-3296.

Forrest Cooper

May 4, 1963.

Mr. Glen Johnson;
Pacific Power and Light Company
Portland, Oregon;

My dear Mr. Johnson.

Quite some time ago a gentleman from the State Highway Department by the name of Mr. Harold E. Barr came out to my home on Pasadena Drive-near Tigard to have a little conversation with me about the results of the building of the Salem Highway on my home and my life. After talking to me for a time he suggested that I write a letter. I laughed out loud for I have spent almost every hour of the last ten years either writing or calling about this situation created by the building of said road. When I was not writing I was calling, but that soon became very difficult, for no one over in the State Office with the except of one very nice and patient gentleman would talk to me. I shall take this story in small chapters.

FIRST. I moved out here to Portland from Kansas City. I came because of a sad-tragic happening in my life. I felt that I could not come out to buy a home, but as I had my mother to look after, I felt that I should have a home and not try to make too many moves, so I commissioned a "friend" to buy a small house for me on Lake Oswego. I ended up with this home which had been bought with the assurence that the freeway would in no way come near it. Almost before the last furniture was moved in the men with the axes came and started to cut down the lovely forest. I had moved to Portland because of the wonderful air, the pure water, the lovely trees. After ten years I have the charming sound of groaning and spitting trucks instead of the songs of the birds. I have dust and gasoline fumes to breath instead of the pure air I desired. I have miserable water to drink instead of the wonderful pure mountain water of years ago. I have this miserable bank to look at instead of those wonderful trees that used to be outside my window.

I was assured that the highway would in no way hurt my property. All it has done

Forwarded by Johnson

Mrs. Bernard P. Connolly
5715 South West Pasadena Dr.
Portland 19, Oregon
Phone Ch 6-3296

is to make it impossible to sell. It-the house- was vacant most of the time that I was away. I left Portland and lived in San Francisco and traveled for six years.

Second. We were promised-after being assured that we would not be hurt atall- that we would have a lovely road in front of the property . Just this last summer I discovered the reason that the pavement was stopped just before it got down here into our "HOLE". A man by the name of Laufferette, or some such name, had wanted to get the road opened so that he could get his supplies for building some houses down on Dickenson street. Tho he has nor had anything to do with us and our problems the state threw some gravel over the mud to accomodate this man and now is perfectly complacent about the way they have left this road, for they have complied with some requirement or other. Little does it bother them that their word has been broken to us.

Third. Last summer we lived in a cloud of dust. It used to be that I could dash out in the garden, cut a few flowers and go on about my other business. Now it is a real project to get flowers arranged for I have to take each leaf seperately and scrub it with lots of elbow grease and water for they are packed in mud. The lovely little stream that wandered in and out of these hills was diverted, by the road building, into my basement. It cost me hundreds of dollars to control the water in the basement which was, until the time of this Freeway, a perfectly dry basement. Some of the branches of this stream used to run thru the woods above me and in the yard of Mr and Mrs Charles Davis it could be used for watering the gardens. Now a lot of unused gravel and "stuff" has been thrown in the basin and it is a stagnant mess and a breeding ground for mosquitoes. Mrs Davis has asked any number of time that this gravel that was thrown, there be removed. It is something that cannot be done with a shovel , but needs a strong machine. All last summer I called asking that the weeds be cut on the road near this bank of ugliness, but no one could decide who should do it, so we went right on living with them. It is really a shame that these children are forced to walk in this dirty and dusty road on their way to the bus. Everyones heart bleeds for the little children in the Congo and so forth, but they let these youngsters go to school all covered with dust and breathing it as they walk.

Almost everyone, and I am included, enjoys driving on Freeways, but to the ones that are displaced or worse still cut off from their other life by them should have a lot of consideration and consolation. I know that trying to acquire land on which to build presents many problems, but it is sad that so many changes have to be made and there is so much indecision has to go into the planning. I know of a woman down in San Francisco who wanted to sell a small house and get a larger one, but no one would look at the house for the rumor had been around that there was to be a freeway nearby. There is no doubt that any mention of a freeway drops the value of any pooperty that is in the nature of a home. The real estate people would not even bring anyone out to look at this house when we decided to move to San Francisco and it was known that this project was going on. I have an idea that, as the land near Portland gets harder to find in large tracts, this all might be a wonderful sight for a hospital or nursing home, a home like factory or some such thing and that all these small homes could be used for housing for nurses or workers. I am sure that in some way the whole problem will work out for us all.

In the mean time it would be right for the State to pave this road. The fact that that cross road that must be used at sixty-third to get onto the freeway is such a dangerous place, almost everyone coming down the hill goes by here to use the crossing at the Capital Highway light. The road is one series of small and deep swimming pools with no one but the drivers caring one wit.

If anyone should ask me for advice about buying a house I would tell them not to buy it in a place that would soon have a freeway built in front of it.

Thank you for your time.

Frances S. Connolly -

Mrs. Bernard P. Connolly
5715 South West Pasadena Dr.
Portland 19, Oregon
Phone Ch 6-3296

RECEIVED
MAY 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 23 1963
FOR FILING

July 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

This will reply to your memorandum of July 9 concerning Landscape Final Inspection, 19th Avenue-Tigard Interchange, I-5-6(21)295.

1. We do not feel an alerting clause as suggested would work out satisfactorily. We are attempting to improve inspection to avoid adverse planting conditions, which cannot be determined during the planning stage but could be remedied if and when they occur.

2. The amount of fertilizer specified in our contract should cause no harm if thoroughly mixed into the soil. Our specifications have now been revised, permitting application of commercial fertilizer on the surface around the plants. Due to the wide varieties of soil found in many of our projects and our practice of adding top soil to the majority of locations, we have not felt laboratory tests on the soil necessary. In locations where this condition does not exist, such as the East Bank Freeway Section, we are obtaining soil tests.

3. We have conferred with Mr. King of the Soils Department of Oregon State University, and he considers our practice of applying three inches loose measure depth of mulch to be ideal. Mr. King also feels that the application of fertilizer under our planting conditions would not produce harmful results to plants.

4. It is our belief that the planting conditions, not the location of the area, were responsible for the heavy loss of Scarlet Oaks at Stations 338 and 342. The Scarlet Oak reputedly will stand planting in moist soils, and if better horticultural practices were observed, it probably would have been all right at these locations.

5. Our specifications have been revised to require pruning to be done no later than the beginning of the establishment period and preferably, at the time of planting.

6. Where practicable, we will include chemical treatment of the soil to eliminate early weed growth.

7. Our recent contracts include furnishing and planting pot grown ground cover plants. Kinnikinnick has always been furnished in pots because of its relatively poor root system.

8. We agree with your suggestions and are attempting these in our pending contracts.

9. In the matter of maintenance during the establishment period, the contractual clause has been strengthened to provide for periodical conferences between the Resident Engineer and the contractor, and if his performance is unsatisfactory, the State has the right to perform any required work charging such work to the contractor.

10. Sound deadening, by planting in urban freeway areas, is restricted by the amount of right of way available. Frequently this is inadequate for planting an effective screen. We are now following the practice of submitting the preliminary plans to the Bureau immediately after departmental approval is secured.

A Landscape Construction Manual is being prepared to be furnished to inspectors and resident engineers. In addition, an intensive period of training is anticipated prior to the beginning of any project. It is believed these measures will improve the quality and effectiveness of our inspection procedures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
F. D. Morgan
L. M. Young
C. H. Maison
Mark H. Astrup
F. B. Klaboe

FORM E-30 50M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
July 16, 1963

SUBJECT: Landscape Final Inspection
19th Ave. - Tigard Interchange

To:

Mr. Lloyd P. Shaw
Assistant State Hwy. Engr.
BUILDING

THROUGH: F. D. Morgan

Comments follow in seriatim the paragraphs listed in Division Engineer Parson's letter of July 9, subject as above.

1. The surface drainage of this area is in two directions and lack of drainage was not anticipated in planning the project. Although I made no personal inspections of the project during planting, based on subsequent observations, I believe the heavy clay soil was not in a satisfactory condition at the time of planting. The soil condition was compounded by the application of an excessive depth of sawdust which tended to seal in the moisture, prevented penetration by oxygen and caused failure of the plants. Repeated efforts made to have the contractor cultivate deeply, mix the sawdust with the soil and let it dry out during the summer were unsuccessful. Consequently, an excessive loss has been experienced in the plants replaced. I am afraid the alerting clause suggested could lead to interminable arguments. With proper inspection adverse planting conditions not recognizable during planning could be remedied if and when they occur.

2. The amount of fertilizer specified in our contracts should cause no harm if thoroughly mixed with the soil. Our specifications have now been revised permitting the application of commercial fertilizers on the surface around the plant. Due to the wide variety of soils found in many of our projects plus the practice of added topsoil to the majority of planting locations, we had not had laboratory tests made on soil. As this condition does not pertain on the Eastbank Freeway Section, we are obtaining soil tests in this locality.

3. I have discussed the conditions at Station 393 with Mr. Arthur King of the Soils Department, Oregon State University. He concurred that the depth of sawdust probably aggravated the wet soil condition due to the lack of aeration. He considered that our practice of a maximum 3" loose measure depth of mulch was ideal and that the application of fertilizers under our planting conditions even to the topsoil would not produce harmful results to plants. Mulch has the advantage of conserving moisture and reducing the growth of weeds but does require maintenance to keep it from blowing and causing detrimental effects particularly to low growing plants.

Mr. Lloyd P. Shaw
Page Two

4. Again I believe that the planting conditions were unsatisfactory at the time of planting Scarlet Oak trees. This tree reputedly will stand planting in moist soils and had better horticultural practices been observed I believe the Scarlet Oak would have been satisfactory in the locations chosen.

5. For various reasons, we have had difficulty in obtaining the satisfactory pruning of deciduous trees and shrubs. Accordingly, our specifications have been revised to require that pruning be done preferably at the time of planting but not later than the beginning of the "establishment period".

6. The elimination of all vegetation has been done chemically by some contractors in planting areas without separate payment. Where practicable, we can and will inject this item into Roadside Development contracts.

7. In our latest contracts, we are requiring the furnishing and planting of pot grown ground cover plants. Kinnikinnick has always been furnished in pots because of its relatively poor root system. We agree that the minor addition in cost through specifying ivy plants may prove most economical to both the contractor and the State. In addition, we should secure more rapid establishment and growth of the plants.

8. We agree with the suggestions made and are adopting same in impending contracts.

9. It has been extremely difficult to obtain satisfactory performance by the contractor during the "establishment period". Consequently, the contractual clause has been strengthened to provide for periodical conferences between the Resident Engineer and the Contractor and, if his performance is unsatisfactory, the State has the right to perform required work and charge same to the Contractor.

10. The extent of plantings to assist deadening sound in urban freeway areas is restricted by the amount of right of way available. Many times this is inadequate to permit planting an effective screen. We are now following the practice of submitting preliminary plans to the Bureau immediately after departmental approval is secured.

With respect to the last paragraph, a Landscape Construction Manual is being prepared to be furnished to inspectors and Resident Engineers. In addition, an intensive period of training is anticipated prior to beginning of any job. It is hoped and believed that these measures will improve the quality and effectiveness of our inspection procedures.

The constructive comments made in Mr. Parson's letter are greatly appreciated. Copy of his letter has been retained.

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: F. D. Morgan

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon

SHAW

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: July 9, 1963

FROM : A. W. Parsons
Division Engineer
Salem, Oregon

SUBJECT: Landscape Final Inspection, 19th Avenue - Tigard Interchange (I-5-6(21)295)

The final inspection was held on the above project June 25. This inspection was performed after all replanting was completed following the end of the establishment period February 8, 1963. Mr. Astrup's memo to Mr. Klaboe dated April 9 designated the replanting areas. All other areas were determined satisfactory at that time; however during the period up to the final inspection considerable plants have died in some areas. Further study of the problem areas and job administration have indicated items that should be considered on future projects. These items are:

1. At station 393-L+ almost all of the Vine Maple and 11 of the dogwood trees were dead. This planting area was an old detour access to the freeway which had considerable compection when constructed and during traffic use. Many of these trees and shrubs were replants and when examined standing water was found in the planting hole. In order to prevent future occurrence of this and similar problems, it is felt that the physiological aspect of the plants should be a consideration during construction for some invalid assumptions will become apparent only during that period. It is felt that a clarification clause in the specifications which requests the contractor to alert the engineer of areas not suitable for designated plants would be desirable. Remedial measures could then be initiated, such as drainage in this case.

2. Some shrubs were planted bare rooted in heavy fertilized areas. Some root burning could occur and it is felt that more control over fertilizing would be desirable. Perhaps a complete bed mixing would be advantageous when plant spacing is close (say less than 3 feet). It is felt that adequate nourishment would still be obtained without adverse root burning. In many areas it would be desirable to submit soil samples to an agronomist to determine the fertilizer required.

(more)

3. Excessive amounts of sawdust have been found in some planting beds. Where low shrubs or vines are used the sawdust layer should be reduced or it would be desirable to have a requirement that such material be removed sufficiently around the plant area to allow proper growth. A. King of the Soil Conservation OSU Department of Agriculture reports that wet sawdust which decomposes by the anarobic process could cause immediate damage to plants (possibly by harmful phenol compounds) and could either burn or kill in a short period of time. Addition of fertilizers in some cases could hasten the reaction and speed up the detrimental effect. It is conceivable that this reaction might be responsible for the heavy kill at Station 393.

4. At Stations 338 and 342, 16 of the 24 Scarlet Oak trees have died. It is felt that the ecology of this tree is not compatible for the area and should not be considered for future projects under similar conditions.

5. Pruning should also be a consideration. Many dead trees were not root pruned. It would also be desirable to prune before the establishment period if the plants were planted during the proper season. It is felt that this should be termed good horticultural practice, but field conditions do not indicate this is being accomplished.

6. In some areas adequate topsoil was already in place. It would be desirable to treat such areas prior to contract letting with a short term soil sterilant to assist in eliminating noxious weeds.

7. Considerable replanting was required of ground cover plants (ivy in particular). Perhaps a requirement for peat moss potted plants would reduce extensive loss at a slight increase in cost, but actual reduction in overall cost.

8. A 90 day establishment period would appear adequate for determining if plants were healthy and planted properly. A restriction should be made allowing July 1, for instance, as the earliest possible end of such a period.

9. During any summer maintenance or 90 day establishment period it would be desirable to require continual maintenance including watering and weeding of all beds. A weekly inspection by the engineer and contractor should be required to determine any immediately necessary additional maintenance or replacement.

(more)

10. It is felt that more consideration should be given to the sound dampening effect of plantings in urban freeway areas. Your proposed submission of preliminary plans would assist us in our review of this and other engineering features.

These points are presented as considerations for future jobs. Perhaps many points can be solved by more education of field people and a closer coordination of landscape inspectors with project administrative people. Although we certainly are limited in our knowledge about the subject of landscaping we do feel that the above items should receive consideration.

cc:

RECEIVED
JUL 23 1963
FOR FILING

July 22, 1963

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

In reply to your note on a letter from Mrs. Bernard P. Connolly, of Portland, dated June 12, I give you the following information.

The story is briefly this. When we constructed the Baldock Freeway, we had to shift the traffic on Pasadena Drive slightly to the west. This street was completely unimproved, it being a platted way only. During dry weather it was possible to drive through but during the rainy season it was just two muddy ruts. Starting about the time of the construction of the freeway, the area built up substantially, making more travel in and out on Pasadena Drive.

Mrs. Connolly was quite noisy and, in order to pacify her, we placed some gravel on Pasadena Drive to make it an all-weather road. She has subsequently been on a campaign in an attempt to get us to oil or pave it; however, I do not believe it is our obligation, as we provided a far superior facility than was originally there. She has also complained some of the slopes along the freeway which we have taken care of by plantings.

I do not believe that we have any obligation in this matter. I am attaching a suggested draft of a letter for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn
Encl.
cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

SUGGESTED DRAFT FOR MR. JACKSON'S CONSIDERATION
July 19, 1963

Mrs. Bernard P. Connolly
5715 S. W. Pasadena Drive
Portland 19, Oregon

Dear Mrs. Connolly:

In response to your letters of May 4 and June 12, I have had an investigation made of the matters in the vicinity of Del Rey Park to which you objected.

Apparently the condition of surfacing on S. W. Pasadena Drive is the item of greatest concern. As you probably know, the State Highway Commission's jurisdiction does not encompass the hundreds of miles of dedicated roadways throughout the State which bear no system designation.

I am advised Pasadena Drive is a roadway dedicated to the public but is not a part of a City, State, or County road system. It connects S. W. Pasadena Street near 55th Avenue to S. W. Pomona Street near 61st Avenue. As a dedicated thoroughfare the public has the right to use the drive but no responsibility for improvement or maintenance of the traveled way rests in any public agency. The County, if the Court so chooses, may assume maintenance and may be petitioned to do so. Upon acceptance, the County assumes and thereafter performs necessary maintenance.

Prior to construction of the freeway, Pasadena Drive was unimproved in the area west of your property. It was relocated and graded a short distance north of its original position due to fill slopes made to support the highway. It is on land acquired for, and held by, the County for roadway purposes. Development of that part of Del Rey Park west of your property more or less coincided with the freeway construction and brought a petition signed by many residents from your area, asking for surfacing to make all-weather travel between S. W. 55th and S. W. 61st Avenues possible. This assistance was granted but did not change the basic responsibility for further improvement or maintenance, which still lay in the adjacent owners. It did, however, provide for an all-weather roadway better than the former unimproved section.

Since the inception of freeway construction in this area, there has been a rapid development in Del Rey Park and a large number of homes have been added in the immediate area. This, of course, contributes to an increased volume of traffic using Pasadena Drive. Since this is a dedicated roadway, there can be no restriction as to whom is to use it.

If the owners of the property abutting S. W. Pasadena Drive do not wish to meet Multnomah County requisites, which would permit bringing the street into the County road system, they might give consideration to application of a light coat of dust palliative such as can be obtained through many fuel oil distributors.

The slopes on the freeway near your property have been planted with Bolleana white poplar. About 100 of these trees have been set in a deep row to provide screening of sound and view. The poplar is a fast-growing tree and will attain a useful height earlier than most other species. The effect will be quite pleasing when the trees are well established.

The fill slopes have received more attention and more extensive planting than is usually provided and it is believed the plantings will present a satisfactory appearance after a few seasons' growth.

I feel that the State has fulfilled its obligations and that no further expenditure of State funds for improvement of the Del Rey Park area is justified.

LPS:ajw fn

Geo This girl
giving me hell – can
u find out who's baby
this is
[illegible]

MRS. BERNARD P. CONNELLY
5715 S. W. PASADENA DRIVE, PORTLAND 19, OREGON

NOTED
FORREST COOPER.

June 12, 1963.

My dear Mr. Johnson;

Several weeks ago a gentleman, by the name of Harold E. Barr, came to my home to talk to me about the problems that the building of the Salem Freeway had created for me and for my neighbors. I told him

First, that I had tried to sell my home after the freeway had started on the building and that no one would even look at the house. That even the real estate agents slammed up the phone when we told of our desire to have them list it here on Pasadena Drive. That this charming house had remaine vacant almost five years while I was living in San Francisco or traveling in Europe. That, when I finally came back to live here I had had to spend hundreds of dollars in order to divert a stream of water that was running thru my B.F.---Before Freeway- dry basement. That some of my tile had been cracked in the new bathroom, That my blacktop had been dug up in order to put in new lines for my changed drainage fields and had never been repaired. I had to spend almost three hundred dollars on having new blacktop.

Porter

I moved out to Portland to change my life. I had been living in Kansas City, Missouri , but did not want to continue living there. Portland appealed to me for its clean air, wonderful waterand lovely green trees. This house was bought for me by an agent-a friend?-. It was located in a charming little developement called Delray Park. The wood around were so lovely, the birds sang with so much enthusiam each morning. That did not last long and now I have the roar of trucks going by instead of the bird calls, the air is often full of gases, the water is dreadful, tho getting better-slowly.

The thing that I am especially writing to you about now is about the road. When the first man came out to talk to me, eleven years ago, he assured me that the projected Freeway would in no way harm my home. That we would have a fine paved street in front of the house. Until last summer I had no idea why the paving was stopped just before it went in frontof these poor abused homes down in this hole. As far as I can discover the reason is that an old man by the name of Lauterette wanted to bring in some building material thru this spot before the highway was finished. In order to accomodate this man who has nothing what-so-ever to do with this group of people here in old Delray Park, about six inched of gravel was thrown on the road. Now no one keeps it up nor will they put any "binder" on it. The State sits back most complacently and feel that they have dispatched their obligation.

It took me two years of almost constant calling to get the Highway Department to put up any street signs. I finally got one very good looking one at the corner of fifty-fifth. One fair one at fifty-seventh, a small one pointing toward this series of swimming holes that make up our street at sixty-first. At the corner of sixty-second they have a street sign Pomona. The reason for that is that before the road thru Delray Park was cut thru, that street-on which there is nothing, was the ending of Pomona which came from Tigard. You can imagine that it is a bit confusing to anyone who is looking for Pasadena Drive. As there is no house, what-so-ever facing on that short street called Pomona it did seem unnecessary to add to our already confused lives, but there it is.

Mr and Mrs Charles Davis have had such a problem created by the building of this highway too. Until this went in there was a small stream that ran down by their home. From that water they could irrigate their garder. When the workmen were around here they threw a lot of gravel and "stuff" in the stream. It is now impossible to use the pump and there is a marsh that is a perfect breeding ground for mosquitoes. Mrs Davis has

MRS. BERNARD P. CONNOLLY
5715 S. W. PASADENA DRIVE, PORTLAND 19, OREGON

brought this situation to the attention of the State Highway Department, but they have never helped her in any way. This is such a solid mass that the Davis family cannot move it themselves, so the thing goes on and on the mosquitoes get bigger and the population in "The Hole" get more and more disgusted.

When Mr. Barr suggested that I write a letter about these various situations I laughed out loud for I have spent almost every waking moment writing letters since I returned to Portland and this home almost four years ago. It is now a very funny situation over in the Highway Department for no one will answer his phone when I call, with the exception of one man. He w~~i~~ill always talk to me very gently and very charmingly. Of course nothing happens about cutting the weeds for us or getting the dust settled for us, but he is polite about it.

Time was when I first moved out here that it was a pleasure to go out to the garden and gather the flowers. Now it is a real task for the leaves are so full of mud that each one must be scrubbed seperately in order to make an arrangement.

Our heart's all bleed because of the sad plight of the little children in the Congo and all the other under developed countries. My heart bleeds for the little children who have to walk along this road on their way to school, for they become covered with dust and have to go all day with that sone dust on them.

I took my car down for service one day and the manager asked me where in the world I had been for the underside of my car was a mass of rock and dirt. It always is and everyone in this district has far too much wear on their tires because of having to negotiate these dreadful holes.

Mr. Barr was trying to find out the aftermath of Freeway building

MRS. BERNARD P. CONNOLLY
5715 S. W. PASADENA DRIVE, PORTLAND 19, OREGON

so I would suggest that he advise anyone who might be going to buy a home to do some very serious investigating about the chance of a freeway going near by, AND NOT BUY ANYTHING WITHIN MILES OF IT.

Of course this home was bought with the assurence that this highway would be far away. YOur real estate dealers around about are clever people they are. AND THE CITIZENS WHO BOUGHT US FROM OUT OF TOWN were clever too.

I will just add this for it is funny-if it is not your situation. The house next door was sold to some people who had just come from New York. The day after the papers were all signed a little girl came in and said"Do you know they are going to build a Freeway right here?".

If you would do something about getting this road situation taken care of all of us who inhabit our hole will appreciate it.

Thank you for your time.

[illegible] S. Connolly

Mrs. Bernard P. Connolly
5715 South West Pasadena Dr.
Portland 19, Oregon
Phone Ch 6-3296

[illegible] Company

[illegible]

[illegible]

Portland, [illegible]

[illegible]

[illegible] Department [illegible] Tigard [illegible] of the [illegible] suggested [illegible] hour of the [illegible] by the building [illegible] very difficult, [illegible] very nice [illegible] small chapters.

[illegible] here to Portland [illegible]. I came because of a sad[illegible] I felt that I could not continue to own a home, but as [illegible] I should have [illegible] try to make [illegible], so I [illegible] friends to buy a small home for me on Lake [illegible] with this home which had been bought with the assurance that the [illegible] would in no way come near it. Almost before the last furniture was moved [illegible] with the axes came and started to cut down the lovely forest. I had moved to Portland because of the wonderful air, the pure water, the lovely trees. After ten years I have the charming sound of groaning and spitting trucks instead of the song of the birds. I have dust and gasoline fumes to breath instead of the pure air I desired. I have miserable [illegible] to drink instead of the wonderful pure [illegible] of [illegible]. I have this miserable bank to look at instead of those wonderful [illegible] that used to be outside my window.

I was assured that the highway would in no way hurt my property. All it has done

Porter - What Ho

Mrs. Bernard P. Connolly
5715 South West Pasadena Dr.
Portland 19, Oregon
Phone Ch 6-3296

[illegible] that I was [illegible]

[illegible] still- [illegible] last summer I [illegible] down here into [illegible] to get the [illegible] the [illegible] perfectly [illegible] some [illegible] broken to us.

[illegible] could dash [illegible] it is a [illegible] and [illegible] lovely [illegible] the road [illegible]

[illegible] woods [illegible]

[illegible] but [illegible] be built [illegible] and there is [illegible] been [illegible] would look [illegible] suburb. [illegible] property tax [illegible] out [illegible] know that this [illegible] had harder to [illegible] small homes could [illegible] I am sure [illegible] the whole [illegible] all.

[illegible] The fact [illegible] to get onto the freeway is [illegible] to use the [illegible] The road is [illegible]

If [illegible] should ask me for advice about buying a house I would tell them not to buy it in a place that would soon have a freeway built in front of it.

Thank you for your time.

[illegible] P. Connolly

Mrs. Bernard P. Connolly
5715 South West Pasadena Dr.
Portland 19, Oregon
Phone Ch 6-3296

RECEIVED
MAY 27 [illegible]
OREGON
STATE HIGHWAY COMMISSION

7.1.63
Urban Design
Olson

COMPLAINT RECORD

RUTHERFORD AND OTHERS

All available files have been researched for correspondence in the matter of repeated letters of complaint of Mrs. Frances S. Rutherford of 5715 S.W. Pasadena Drive, Portland, her representatives, and occasionally some others in the neighborhood.

Two zerox copy files have been made on all pertinent correspondence dating back to April, 1955. While self explanatory, the total correspondence is so lengthy and voluminous (63 separate letters) as to warrant a review of same in abbreviated synoptic form. Letters with date underlined contain the most pertinent information. Letters marked * are inter-division or to the Bureau of Public Roads, not to complainant.

1. ~~Shaw~~ Boyd to Morgan, Attn. Olson, correspondence & other files on complaints of Rutherford and others. Partial document list. This is latest letter. Now order reverts back to 1955 and proceeds chronologically from there.

2 & 3. Two petitions, April, 1955 requesting reroute of Pasadena as frontage service road. One signed by Herbert & Frances Rutherford & Berggren. The other by Walter, Torok, Latourette & 29 others. Accompanying letter dated May 6, 1955.

4. May 9, 1955. Highway Commission to Latourette. Letter of acknowledgement.

5. *July 13, 1955. Cooper to Williams. Letter of Information. Cost of building service road.

6. July 26, 1955. Baldock to Latourette. Service road necessary and desirable.

7. August 22, 1957. Request for frontage road constr. (before winter) now that freeway constr. underway. Concern over fire, police, mail voiced. Signed by J.M. Berggren & 5 others.

8. August 26, 1957. Latourette & Walter to Highway Commission. Similar complaint.

9. Sept. 4, 1957. Williams to Berggren. Detailed explanation of future plans.

10. *Sept. 6, 1957. Johnson to Edwards. Estimate for subject road improvement.

11. Sept. 18, 1957. Williams by Cooper to C.G. Polk, B.P.R. Proposal for constr, subject road.

12. Sept. 23, 1957. Williams to Latourette. Reply to letter of Aug. 26. Investigating desirability & cost. Will advise further pending word from B.P.R.

13. *Nov. 14, 1957. Edwards by Barbee to Cooper. Walter and Latourette in office. Complained of distance to bus service. Requested pedestrian underpass. Estimated cost stated at $33, 000.

14. Nov. 19, 1957. Walter & Latourette to Williams. Insistence on relocation & improvement of Pasadena Dr.

15. Dec. 31, 1957. C.G. Polk, B.P.R. to Latourette. Concurrence with State plan to build subject road.

16. *Jan. 2, 1958. Polk to Williams. Information & instructions - Pasadena to be relocated, gravel surface. Copy of above letter to Latourette.

17. * Jan. 2, 1958. Edwards to Cooper. Examination of Walter's motives, error in Walter's quote of O.R.S. Reccommendations - 60' R/W, Vacate exist Pasadena Dr. County in agreement.

18. Jan. 3, 1958. Cooper to Walter. Replying to Nov. 19 letter. Pasadena relocation to be provided, explanation of statute in question. Discussion of when Pasadena Dr. came into existence.

19. Jan. 8, 1958. Letter to Williams petitioning for pedestrian underpass signed by Latourette, Walter, Lillian P. Torok, Herbert & Frances Rutherford, (by Berggren) and Berggren himself.

20. *Jan. 8, 1958. Shaw to Edwards. Description of delegation appearing on Jan. 7. Outline of their reasons for wanting pedestrian undercrossing.

21. Jan. 29, 1958. Walter to Williams. Additional plea and ideas for pedestrian crossing, including signal lights.

22. *Jan. 31, 1958. Barbee to Cooper. Assignment #6750. Walter in office yesterday. Turn-down of underpass recommended but doubt that this is end of matter.

23. Feb. 3, 1958. Walter & Latourette to H.B. Glaisyer, Secretary, Highway Commission. Reply to Jan. 3. Debate on underpass, blocking of Pasadena Drive, history of Pasadena Drive. Previously discussed O.R.S., ends with "Please advise" if outlet & underpass are to be provided.

24. Feb. 5, 1958. Glaysier to Latourette. Refers letter to Cooper for answering.

25. Feb. 20, 1958. W.C. Williams to Latourette & Walter. Bureau approval secured for outlet. Further study given to pedestrian underpass. Considered unfeasible.

26. Feb. 26, 1956 (should be 1958). Walter & Latourette to Williams. Happy about Pasadena Drive relocation. Disappointed in underpass verdict. Half page of suggestions on how to build underpass. Cites state constitution, Art. 18, renews request for underpass.

27. Feb. 28, 1958. Urgent petition for underpass to Williams. Signed by Walter, Torok, Berggren, McClellan & 5 others.

28. March 11, 1958. Williams to Latourette & Walter. Have reviewed underpass case. Cannot recommend construction.

29. March 14, 1958. Williams to McClellan. Acknowledgment of petition. Request turned down.

30. April 4, 1958. Letter of offer mailed to Herbert & Frances Rutherford. Appraisal form, r/w map excerpt, review of r/w correspondence & r/w file numbers 21096, 27819, L 3016, 27682, L 3015 are included here. (All data in r.w file to present date is routine except telephone complaint of street conditions answered on June 9, 1961 which is included in this file with entry as of that date.)

31. *April 22, 1959?? TT Shaw to John Graham. County complaint on width Pasadena Dr. Request they present evidence to support.

32. June 20, 1958. Acceptance of Rutherford option. Routine letter of information.

33. *June 25, 1958. Hagemann, City & County Relations to Paxson. Complaint of County Engineer. Objects to 20' width of Pasadena. County standards 32'. Achnowledges agreement but was not aware of until constr. started. Will sign no more for width of less than 32'.

34. *July 11, 1958. Edwards to Cooper. Northrup, County Engr. to go along on present design.

35. *July 21, 1958. Saling to Kern Crandall, Law Office. Payment of $2,100 for 0.12 acre, of Rutherford property, full payment for damages, land, landscaping and allowance to reestablish improvements.

36. *July 22, 1958. Lindas to Kuhn, Staff Attorney. Dismissal of condemnation suit. Warrenty deed received.

37. Nov. 12, 1959. V.A. Thompson to Williams. Wants improvement of Pasadena Dr. and cleanup of weeds on surplus property. Map included here.

RUTHERFORD COMPLAINTS

NOTE: Mrs. Rutherford was apprently absent from the community to this stage but was a signer in person or by proxy on several petitions. With her now living here, a series of chronic, largely repetitive complaints begins. The bulk of remaining material concerns Mrs. Frances P. Rutherford Connally and her problems, with only one or two neighboring complainants.

38. Nov. 20, 1959. Rutherford to Astrup. Bought house six years ago. Highway constr. detrimental.. Able to rent only one out of five years. Planning on moving back. Wants planting of trees and "scrubs" on "ugly mud pile we are forced to look at" and willow trees to line gravel road.

39. Nov. 23, 1959. To State Hwy. Dept. from Herbert H. Anderson, Atty at Law. States that Client, Mrs. Frances Rutherford, has claim against Highway Dept. that certain excavations have changed course of underground waters and flooded her basement. Asks for discussion with Hwy. representative.

40. Nov. 24, 1959. Astrup to Rutherford. Reply to Nov. 20th letter. Roadside improvement project to start in fall of 1960. Assurance that request will be given "every consideration" at that time.

41, *Nov. 25, 1959. Edwards by Young to Shaw. Encloses copy of Anderson letter. Asks for investigation and report.

42. Nov. 30, 1959. Williams to Anderson. Reply to Nov. 23 letter. Will communicate further as soon as investigation made.

43. *Dec. 2, 1959. Shaw to Edwards, Attn. Hill Young. Sketch of V.A. Thompson property enclosed. Cites Thompson (Nov. 12) complaint. Short review of general traffic problem in area. Current condition of Pasadena Dr., deterioration with increase of traffic. Residents in area "wailing about their worsened circumstances for at least a year". Traffic increase result of development of adjacent area. Had recommended that they get together with county in 1958. County willing to improve streets if petition filed. Would mean assessment district. No petition presented. No legal responsibility for maintenance by state exists. No action recommended. Only change in surplus property opposite Thompson home is slight increase in brush growth. Recommends sale of property.

44. *Dec. 4, 1959. Shaw to Edwards, Attn. Young. Cites complaint of Nov. 23 from Koerner, Young, McColloch and Dezendorf, law firm representing Rutherford. Water in basement complaint not new. Rough history, dates approximate:

Excavation begun in 1954. Complaint in 1956--water in basement. Investigated by Johnston. Conclusion, plugged drain, water normally carried off being forced back. In 1957, contact with Berggren, acting as caretaker during Rutherford's absence. He had located broken tile and repaired. No further report until recently. Embankment placed on freeway in 1957, but this is across Pasadena Dr. from Rutherford. New septic drain field constructed by Rutherford in 1959. Two drains in basement, one working, other backflowing. Tile floor ruined. Soggy area on property. Tile partially plugged adjacent to Pasadena Drive. Purpose of this tile unknown. Capitol Hwy. Water Dist. relocated water main in 1958. According to Berggren, Water District may have cut tile drain and not made repair. Opinion that Rutherford difficulties stem from other than highway construction causes. Sketch End.

45. Dec. 8, 1959. W.C. Williams to Anderson, Attorney representing Rutherford. Reply to Nov. 23rd complaint. Outline of history of case (repeat, in effect, of Shaw's letter above). In absence of evidence that highway work contributed to cause, claim is rejected.

46. Dec. 8, 1959. W.C. Williams to V.A. Thompson. Further reply to Nov. 12 letter. Responsibility for condition of Pasadena Dr. not that of the State. Rapid development of Delray Park cause of increased traffic. Improvement is between property owners and county. County willingness mentioned. Petition suggested. Excess property in question will be sold.

47. Feb. 13, 1961. Mrs. Rutherford to Astrup. Refers to request and reply stating planting would be done in fall of 1960. Some grass but no trees. Tells of troubles getting street signs, asks for trees on banks for protection against noise and lights. Says she is even willing to buy some.

48. Feb. 20, 1961. Astrup to Mrs. Rutherford. Explains that contract is not yet let. Trying to arrange for hybrid brooms on slope. Trusts that this plus scheduled evergreen plantings will be satisfactory.

49. June 9, 1961. S.N. Mayhew to Mrs. Rutherford. Answering telephone complaint. Personally inspected Pasadena Dr. condition. Known street for 10 years. In better shape than previously. Recommends going to County. Cannot recommend highway participation.

50. March 27, 1962. Mrs. Rutherford to Shaw. Begins with, "From our conversation I would judge that you have never heard the tale of woe that the new highway to Salem has brough into my life. It is a story that no one in that department should miss, so I will write to you in great detail." Four typewritten pages. How she moved here and moved to San Francisco in 1954. "Hardly had the last curtain been put up when along came your little men with their axes and away went everything for which I had spent my good cash money. "First they took my land then they changed the drain field." "... my house was vacant for most of the five years that I was away." Stream "... was cleverly diverted so that it ran through my basement." Recites basement and drain tile troubles. Goes on to complain about noise, slope plantings which are unsatisfactory to her, and dust on frontage road.

(Pasadena Drive presumably.) Mentions in postscript that her name is now Connally. Rutherford absconded to Mexico with her "loose change". NOTE: Stationery letterhead reads "the Gallery, 5715 S.W. Pasadena Drive, Portland 19, Oregon, ch. 6-3296".

51. *March 29, 1962. John K. Scott to Shaw. "Brief resumé of negotiation and settlement." Entire property purchased in 1951 (by Rutherfords) for $23,500. Included approximately twice the area affected by taking, owner having sold west half. Hedge, some shrubs, part of sprinkling were in old Pasadena right of way. Nevertheless, value and moving costs compensated. Total of $5,261.25 for entire taking and damages. Over 20% of original purchase price before property split. State never performed any work on private property. Past and current conditions result of her own contractors or supervision.

52. April 3, 1962. Shaw to Mrs. Connally. Achnowledgment of March 27 letter. Referred to Mark Astrup.

53. *April 3, 1962. Shaw to Astrup. Attachments of previous correspondence relative to "perpetual complaint pattern". Implication of something wrong in our work affecting drain is in error. Money allowed for alteration. Result of her contractor or her maintenance people. Water main laid to serve Del Ray Park. Resident Engineer of opinion that drain was cut by Water District. Basement flooded while Mrs. Rutherford absent, renters didn't advise caretaker until three feet deep. Dust from traffic due to use by Del Ray Park residents. Now built up solid. Only complaint not presently investigated at this level regards landscape plantings. Letter and prints furnished.

54. *April 9, 1962. Astrup to Shaw. Suggests that Shaw answer Mrs. Connally's letter, in line with Morgan's memo of April 5 on Highway Department spokesmen. Rough draft furnished.

55. April 16, 1962. Shaw to Mrs. Connally. Astrup advises that plantings will eventually form solid screen. Will take several years. Trusts she will enjoy planting as it matures.

56. *April 30, 1962. Shaw to D.C. Shuler, Landscape Engineer. Latest Connolly letter enclosed. Instructions for meeting with Mrs. Connolly. Requests report back.

57. August 13, 1962. Mrs. Connolly to County Commissioners. Five page letter on personal size stationery mainly repeating complaints appearing in March 27 letter to Shaw. Vacancy of house, flooded basement, dust, landscaping, noise, etc. Mentions man named "Lafferette" (probably Latourette) who has since died who "insisted they put some gravel on this road for his sake". "I never met this man but heard grim reports of his activities." NOTE: Her name appears by proxy (Berggren) on letter to Williams of Jan. 8, 1958 signed by Latourette and others.

58. August 17, 1962. Multnomah County Division of Roads & Bridges by P.C. Northrup to A.E. Johnson, State Highway Division Engineer. Refers enclosed letter from Mrs. Connolly to State. Asks that she be contacted.

59. *August 21, 1962. Johnson to Shaw. Encloses Mrs. Connolly's letter "... which I believe should be of interest to you".

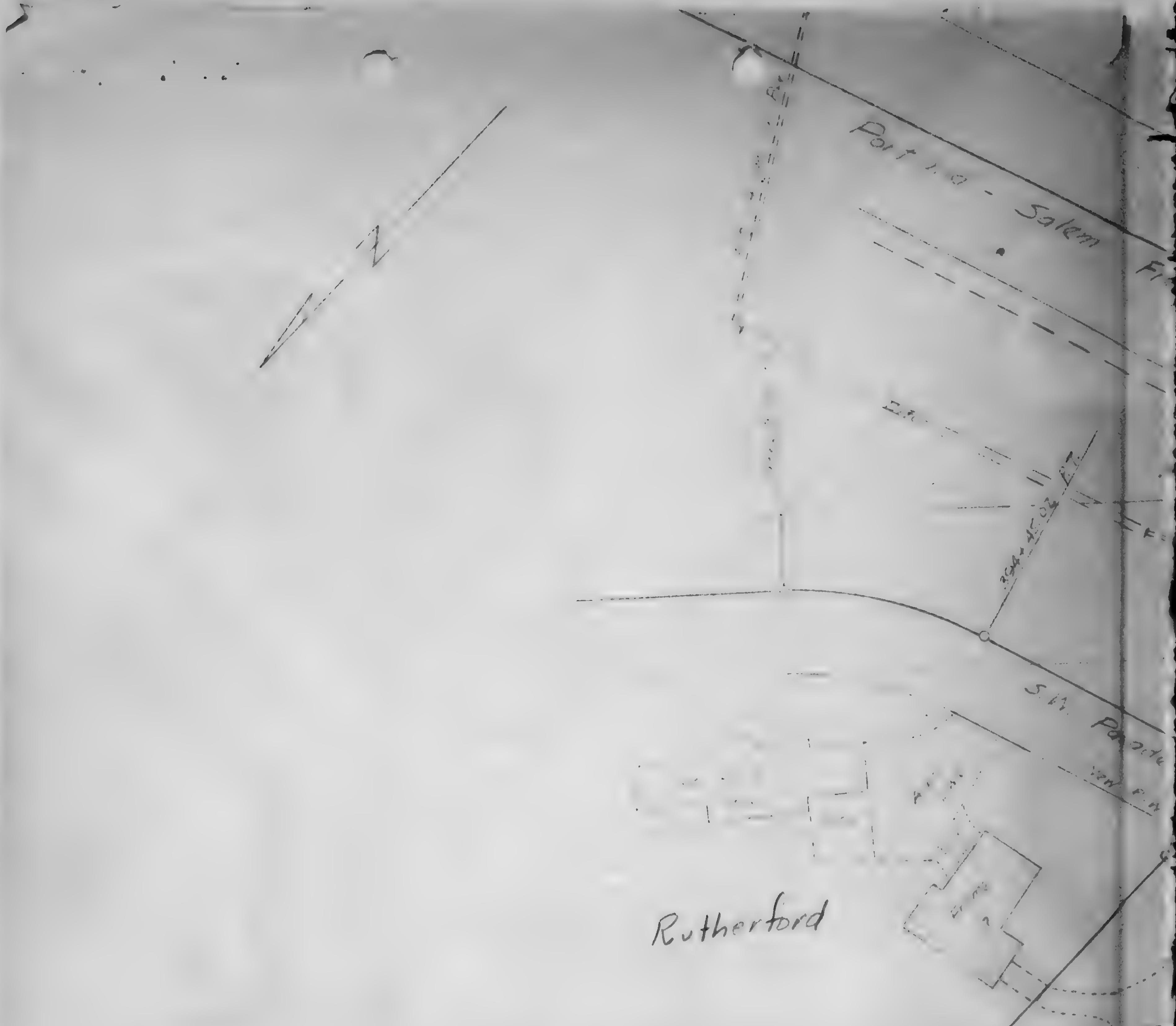
60. *Sept. 7, 1962. Shaw to F.D. Morgan. Letter of information. Reviews entire case of Connolly complaints--2.1/2 single-spaced pages. Concern that she may go higher, perhaps to State Highway Engineer or Governor. Connolly letter to County Supervisors enclosed.

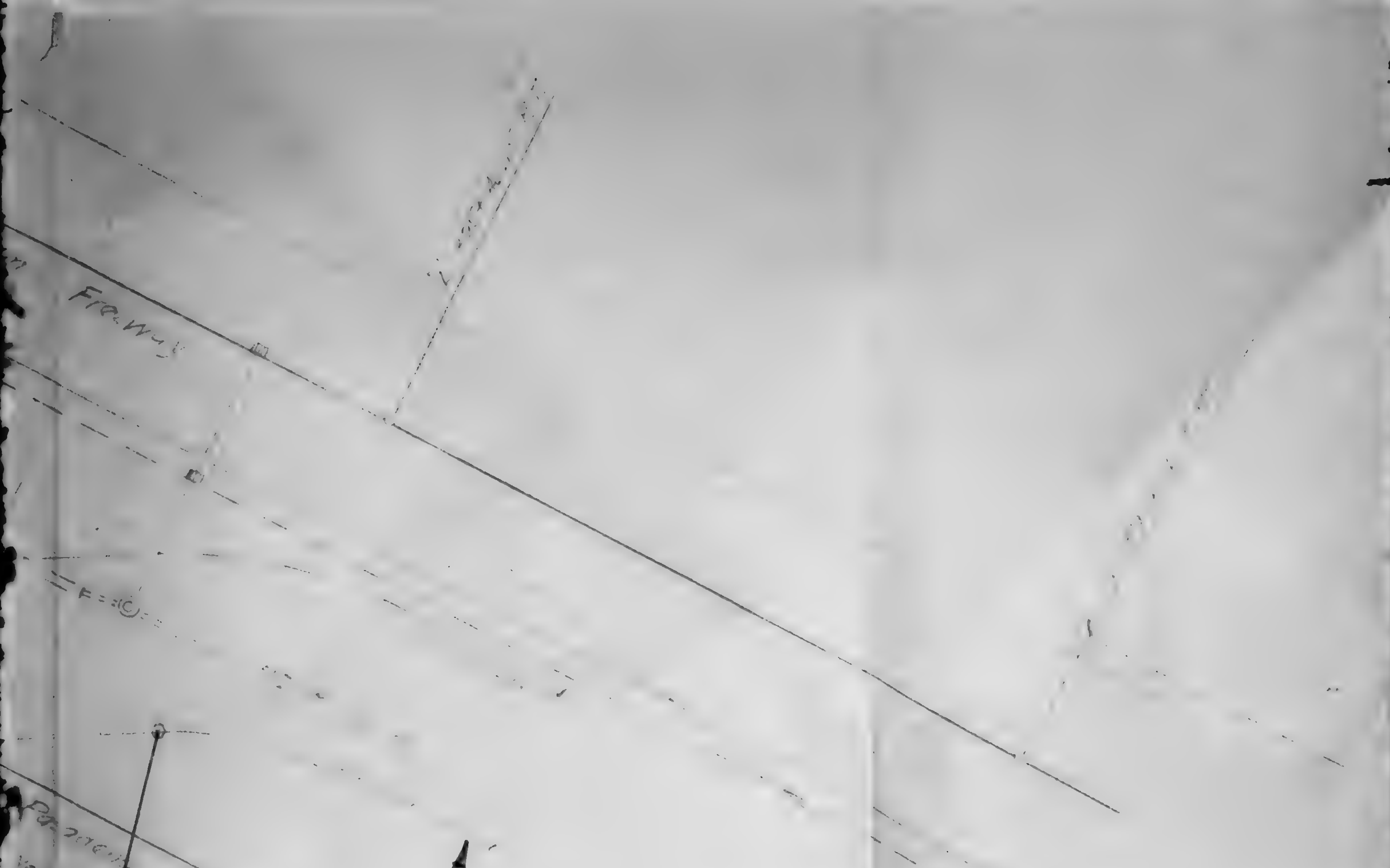
61. *Sept. 21, 1962. Astrup to Morgan. Mentions awareness of letter and enclosure above. Describes location of her residence. Seventy-five Incensecedars and 350 Hybrid Scotch Brooms were planted on slope. Suggests additional screen planting on State property of the State-owned nursery stock at Doty & Doerner Nursery. Recommends Maintenance Division plant this fall. One hundred and twenty trees required, Don Shuler available.

62. *Oct. 18, 1962. Morgan to Shaw. Enclose copy of above letter by Astrup. Concurs with and suggests that Astrup's plan be carried out. Can be done for small amount of money.

63. *April 9, 1963. Morgan by Astrup to Klaboe. Final inspection report on roadside improvement, subject unit.

64. May 28, 1963. Mrs. Wm. Torok to A.E. Johnson, Division Engineer. Bringing Pasadena Street condition to our attention. Cannot enjoy outdoor living. Noise, dust, decrease in property value, higher interest rate, recreation beyond walking distance. Cannot afford to sell at loss. Feels that screen planting and having the "street fixed" would "upgrade some of our lost property values". Ends with, "... if something is not done for our cause, other action will be taken."


Portla - Salem Fr
394+45.02 P.T.
S.W.
Rutherford
Rutherfor
area.



herford sold this

RECEIVED
APR 13 1962
FOR FILING

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

[illegible]
Landscaping

April 16, 1962

Mrs. Frances S. Connolly
5715 S. W. Pasadena Drive
Portland 19, Oregon

Dear Mrs. Connolly:

A copy of your remarks regarding the plantings made on the slopes opposite your house was forwarded to Mr. Astrup.

He advises that he has checked both plans and plantings on the ground and that the plants chosen will form an effective, solid screen. Admittedly this will take several years.

It would not be practical to use mature plants in such situations if they were obtainable - and they are not - and their cost would be prohibitive. It has been our experience that young plants are best in the long run. They are easier to establish, recover faster and grow more rapidly than older, larger plants which are severely set back in the transplanting.

We appreciate your concern in the appearance of this slope and trust that you will enjoy the appearance of the planting as it matures.

Very truly yours,

Lloyd P. Shaw
Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
cc: G. S. Paxson ✓
Mark Astrup
A. E. Johnson

RECEIVED
APR 18 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 6 1932
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

April 3, 1962

REFERRED TO
Mr. Porter
BY DEPUTY STATE HIGHWAY ENGINEER

Mrs. Frances S. Connolly
5715 S. W. Pasadena Drive
Portland 19, Oregon

Dear Mrs. Connolly:

This acknowledges receipt of your letter of March 27 in which you raise objection to several matters in or adjacent to your property at 5715 S. W. Pasadena Drive.

Your letter and interdepartmental correspondence relating to your previously registered complaints are being forwarded to Mark H. Astrup for his further action.

NOTED
G. S. PAXSON

Very truly yours,

Lloyd P. Shaw

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
cc: G. S. Paxson
Frank Morgan
Mark Astrup

NOTED
R. L. PORTER

RECEIVED
APR 4 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 18 1963

FOR FILING

[illegible]

5944

July 17, 1963

Mrs. William Torok
10324 S. W. 57th Avenue
Portland 19, Oregon

Dear Mrs. Torok:

Your letter to Mr. A. E. Johnson, Division Engineer, regarding Pasadena Drive and related matters has been referred to this office.

The State Highway Commission is restricted by law as to the purposes for which highway funds can be spent. Improvements of local roads and streets are not eligible for such expenditures, except in rerouting existing facilities. This was done in the instance of S. W. 55th Avenue between Pasadena Drive and Dickenson Street, and on Pasadena Drive between 55th and 61st Avenues. Both streets were brought up to standards superior to the facilities they replaced.

S. W. 55th was constructed on right of way purchased by the State and was accepted by Multnomah County as part of the County road system. A short section of Pasadena Drive was also paved to provide a connection to the existing graveled street surface and the remainder of Pasadena Drive was graded and surfaced with crushed rock to a connection with S. W. 61st Avenue. Pasadena Drive was not, and is not, a "county road"; it is a roadway dedicated for use by the public.

Prior to work done on Pasadena Drive by State Highway Department contractors, it was a dry-weather, unimproved roadway west of the Rutherford driveway. Its present condition is superior to that prior to its realignment, although little or no maintenance work has been done on it.

Maintenance of public roads not on City, County, or State systems, is not a responsibility of those agencies. This situation has not changed in the past several years; your access to S. W. 55th Avenue via Pasadena Drive was, and is, over a roadway which normally would be maintained by those whose premises it serves.

We suggest use of a light dust palliative where needed. This is available from many fuel oil distributers and is a type of material used widely in rural areas on unpaved roadways. It provides a longer lasting driving surface, as well as reducing dust nuisance.

Highway slopes adjacent to Pasadena Drive have been planted to several types of ornamental shrubs and trees. It is impractical to plant with fully grown trees; the alternative is to use normal-size nursery stock, which will develop into full screening plantings in a few seasons. With this in mind, a deep screening planting of Bolleana white poplar has been placed near the base of the fill slopes and it will provide, in a minimum of time, a visual barrier between Pasadena and the embankment.

We have endeavored to provide what will be, after a reasonable growing period, a good appearing planting on the highway slopes and equal, or better, quality roadways than those which were relocated. As explained above, our operations are restricted by law and highway funds cannot be used more extensively.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
F. B. Klaboe
A. E. Johnson

FORM E-T23X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

P. O. Box 4699, Sellwood Station
Portland 2, Oregon
June 25, 1963

Mrs. William Torok
10824 S.W. 57th Avenue
Portland 19, Oregon

Dear Mrs. Torok:

This will acknowledge your letter dated May 28, 1963 concerning Pasadena Drive between S.W. 55th and 61st Streets. Please be advised that I am forwarding your letter to our Salem office for further action.

Very truly yours,

Original Signed by A. E. Johnson

A. E. Johnson
Division Engineer

AEJ:fb
bcc Lloyd Shaw ✓
F. B. Klaboe
B. P. Huntley

FORM E-3D 90M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 25, 1963

SUBJECT: Complaint ofrom Mrs. Wm. Torok
Pasedena Drive between S.W. 55th
and 61st Streets near Tigard
Interchange
Baldock Highway

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
Salem

Enclosed is a letter of complaint from Mrs. William Torok regarding Pasedena Drive in the vicinity of the Tigard Interchange and our fill slopes adjacent to Pasadena Drive on the Baldock Freeway which I received on May 31.

I have been attempting to ascertain maintenance responsibility for Pasedena Drive which has resulted in delaying answering Mrs. Torok.

Yesterday, at a meeting in your office, it was determined that you were involved with similar complaints from a Mrs. Conley, and you requested that Mrs. Torok's letter be forwarded to you for further action.

A. E. Johnson
Division Engineer

AEJ:fb
Encl.
cc F. B. Klaboe
B. P. Huntley

10824 S.W. 57th Ave.
Portland 19, Oregon
May 28, 1963

[illegible]

RECEIVED
MAY 31 1963
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

Mr. A. E. Johnson,
Division Engineer
9200 S.E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

I am bringing to your attention the position you have left us in when the Baldock Freeway was put in our area. The street is Pasedena Drive, between S.W. 55th and 61st. This street is our means of egress.

As a property owner affected by this street, I feel the State Highway Department has treated us very unjust in not bringing it up to specifications so that the county would take it over. It is now in very bad condition and hard to travel. It is used as an access street between two county improved roads, therefore making maintenance cost for a few property owners prohibitive. We were not in this position before.

We all understand that we cannot stand in the way of progress and some have to suffer. I do feel the Highway Department could do more to maintain our property values by making a better street and maintaining the ugly freeway banks and keeping their side of the property cleaned of brush, trash and high grass which has been made our scenery.

In some areas you have done well and other areas you have done as little as possible. I think we come under this latter heading.

I want to point out to you a few things that I feel the highway has done to us:

1. Open windows and outdoor living cannot be enjoyed. Being in an area where there is a large uphill fill grade makes it from a quiet and peaceful setting to a noisy uninviting one.

2. Rough streets and lots of dust from access travel.

3. Forced two elderly couples to sell due to no close transportation.

4. Forced large depreciation value on property. Example: One home appraised value $24,500 - sold $18,000. Vacant 2 years.

5. One owner pays 1% higher interest rate from private institution because of being next to freeway.

6. Put any type of recreation beyond walking distance.

People who have bought in the neighborhood didn't realize the freeway could be so bad. The noise was so much greater after both lanes of traffic opened.

There are several people in this area that would like to sell but would be forced to take a great loss. This we feel we cannot afford.

If we could have the street fixed and more evergreens such as cedar and fir to hide the banks, we could make this a more desirable neighborhood, and try to upgrade some of our lost property values.

I have lived in this area for over thirty years. I feel I am well versed and could bring out many more things that we have had to contend with from the freeway.

I am so strong in my belief of our plight that if something is not done for our cause, other action will be taken.

Sincerely,

Mrs Wm Torok

Mrs. Wm. Torok

RECEIVED
JUL 12 1963
FOR FILING

477 Cottage Street N. E.
Salem, Oregon

July 9, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Landscape Final Inspection, 19th Avenue - Tigard Interchange
(I-5-6(21)295)

The final inspection was held on the above project June 25. This inspection was performed after all replanting was completed following the end of the establishment period February 8, 1963. Mr. Astrup's memo to Mr. Klaboe dated April 9 designated the replanting areas. All other areas were determined satisfactory at that time; however during the period up to the final inspection considerable plants have died in some areas. Further study of the problem areas and job administration have indicated items that should be considered on future projects. These items are:

1. At station 393-L+ almost all of the Vine Maple and 11 of the dogwood trees were dead. This planting area was an old detour access to the freeway which had considerable compaction when constructed and during traffic use. Many of these trees and shrubs were replants and when examined standing water was found in the planting hole. In order to prevent future occurrence of this and similar problems, it is felt that the physiological aspect of the plants should be a consideration during construction for some invalid assumptions will become apparent only during that period. It is felt that a clarification clause in the specifications which requests the contractor to alert the engineer of areas not suitable for designated plants would be desirable. Remedial measures could then be initiated, such as drainage in this case.

2. Some shrubs were planted bare rooted in heavy fertilised areas. Some root burning could occur and it is felt that more control over fertilizing would be desirable. Perhaps a complete bed mixing would be advantageous when plant spacing is close (say less than 3 feet). It is felt that adequate nourishment would still be obtained without adverse root burning. In many areas it would be desirable to submit soil samples to an agronomist to determine the fertiliser required.

(more)

original to Astrup
cc Barber
7-12-63

NOTED
LLOYD P. SHAW

3. Excessive amounts of sawdust have been found in some planting beds. Where low shrubs or vines are used the sawdust layer should be reduced or it would be desirable to have a requirement that such material be removed sufficiently around the plant area to allow proper growth. A. King of the Soil Conservation OSU Department of Agriculture reports that wet sawdust which decomposes by the anarobic process could cause immediate damage to plants (possibly by harmful phenol compounds) and could either burn or kill in a short period of time. Addition of fertilizers in some cases could hasten the reaction and speed up the detrimental effect. It is conceivable that this reaction might be responsible for the heavy kill at Station 393.

4. At Stations 338 and 342, 16 of the 24 Scarlet Oak trees have died. It is felt that the ecology of this tree is not compatible for the area and should not be considered for future projects under similar conditions.

5. Pruning should also be a consideration. Many dead trees were not root pruned. It would also be desirable to prune before the establishment period if the plants were planted during the proper season. It is felt that this should be termed good horticultural practice, but field conditions do not indicate this is being accomplished.

6. In some areas adequate topsoil was already in place. It would be desirable to treat such areas prior to contract letting with a short term soil sterilant to assist in eliminating noxious weeds.

7. Considerable replanting was required of ground cover plants (ivy in particular). Perhaps a requirement for peat moss potted plants would reduce extensive loss at a slight increase in cost, but actual reduction in overall cost.

8. A 90 day establishment period would appear adequate for determining if plants were healthy and planted properly. A restriction should be made allowing July 1, for instance, as the earliest possible end of such a period.

9. During any summer maintenance or 90 day establishment period it would be desirable to require continual maintenance including watering and weeding of all beds. A weekly inspection by the engineer and contractor should be required to determine any immediately necessary additional maintenance or replacement.

(more)

10. It is felt that more consideration should be given to the sound dampening effect of plantings in urban freeway areas. Your proposed submission of preliminary plans would assist us in our review of this and other engineering features.

These points are presented as considerations for future jobs. Perhaps many points can be solved by more education of field people and a closer coordination of landscape inspectors with project administrative people. Although we certainly are limited in our knowledge about the subject of landscaping we do feel that the above items should receive consideration.

[illegible]

I-5-6(31)295

5744

RECEIVED
JUL 5 - 1963
FOR FILING

7-1-63

The following is a brief resume' of the case of Mrs. Frances S. Rutherford Connolly and the North Tigard Interchange area on the Pacific Highway. Mrs. Connolly owns property fronting on Padadena Drive between S.W. 57th Avenue and S.W. 58th Avenue. She purchased this property in 1951 at a cost of $23,500, subsequently sold a portion of the property for $19,000 and, (according to a letter from John K. Scott to Lloyd Shaw in March, 1962), we have paid Mrs. Rutherford a total of $5,261.25 in Dord takings and damages to the remainder of the property.

June 20, 1958 a letter from the State to Mr. and Mrs. Rutherford. "This is to advise that the State of Oregon, through its State Highway Commission, has accepted your option dated May 5, 1958 covering the property described", and so on. In paragraph four of the same letter it says. "It is understood that the consideration in the deed includes all costs of land, damages and rehabilitation of property affected by this transaction."

July 21, 1958 to Mr. Kern Crandall, lawyers for the Rutherfords. "Dear Sir: Enclosed is our State Highway Fund Warranty No. H217561 in the amount of $2,100.00 payable to Herbert P. Rutherford and Frances S. Rutherford. This represents payment in full for 0.12 acres of land, landscaping damages and allowance to re-establish improvements."

November 20, 1959 to Mark Astrup from Mrs. Rutherford. "Dear Mr. Astrup: Six years agp I bought a small but very attractive home in a district known as Del Ray Park just outside Multnomah off Highway 99. Almost before the last curtain was hung, the Highway crew came along and began to destroy the lovely spot that had been selected for that home. We had been assured that the highway would be built far away from that spot but that is all water over the damn now." She goes on to say that the Department blithely stated that the work would not damage the house but she has only been able to rent it one out of five years. She states she is planning to move back into the house and would like to restore its former beauty. She then says, "Would your Department be kind enough to plant some fast growing trees and scrubs on that ugly mud pile that we are forced to look at as a great deal of water is also a problem for me especially. I wonder if we could not have a row of willow trees lining that little gravel road." She also understands that the Southern Pacific Company is giving away some trees and would like us to use them. Her last paragraph says, "Please let me hear from you very soon and please let me look out and see some hard working gardeners planting things out there in and on the scars of the roadbuilders' activities."

November 24, 1959 - Mr. Williams by Mr. Astrup to Mrs. Rutherford. He says he is sympathetic but the work on this section is not complete so nothing can be done at this time. "It is doubtful that the roadside improvement project will be started before the fall of 1960 as it must await completion of the road construction."

February 13, 1960 to Mr. Astrup from Mrs. Rutherford. She acknowledges receipt of Mr. Astrup's letter stating that "...some planting would be done in the fall of 1960." She goes on to say, "There was a little grass seed scattered along this bank, I guess, for it is a bit greener than it was before, but nary a tree has appeared." Next paragraph she says, "Ever since I arrived back here in 1959 I have contacted various people asking that some signs telling the driving public that this dull and rough little street is Pasadena Drive. After great trouble

I have managed to find one sign that it is Pasadena Street. On the other entrance to this hideaway it says the people are getting on to Pamona. My poor friends are so confused by the time they find my house that it takes some time to recover.

"Is there any way that one could get beautiful and interesting trees planted on these ugly banks. I would even be willing to buy some of them. If you have no money to pay these men wanting jobs, I would be willing to have a picnic for some Camp Fire girls and get them to climb the banks and plant trees for me. I want something to protect me from the noise of the trucks and the lights of the trucks that pass constantly by my bedroom, so there is nothing that is too much trouble for me to do to get this protection."

Mr. Astrup answers her letter February 20, 1961 stating that "..we have had delays and parts of the construction may not be finished until 1961. There is some planning proposed on the slopes facing your property and I am trying to arrange for an extensive planning of Hybrid brooms on this slope. They would provide a riot of color in the spring. They would be green throughout the year and would be most beneficial in reducing the growth of weeds. I trust that this scheme, plus the other evergreen trees which are scheduled for planting under the contract, will be satisfactory to you."

It might be noted at this point that Mr. Astrup had mistakenly identified her house as a different one and that the planting he was considering was to be done a little further down the line.

June 9, 1961, a letter in the file from Mr. S.M. Mayhew, Portland, to Mrs. Rutherford as follows: "Dear Mrs. Rutherford: To answer your request and complaint by telephone on the 8th of this month, I did inspect the condition of Pasadena Drive from S.W. 55th to S.W. 61st Avenues. I have known this street personally for over ten years and recall very clearly the condition of this street before the Highway Department activity in the area. It is my opinion that this street is in better shape as a gravel roadway than it had been previously. It would appear that city or county road authorities and/or some association of property owners would be your recourse in getting street improvements and maintenance. I see no reason for State Highway interest in the matter. I regret that I cannot recommend Highway participation in your problem."

As a preface to the next letter it might be mentioned that the appraisal for the acquisition of the Rutherford property allowed $925.00 to move the sprinkling system and re-establish drainage.

On March 27, 1962 Mrs. Rutherford, who has now reverted to Mrs. Connolly, wrote a long-winded,four page letter to Mr. Shaw which starts as follows: "My Dear Mr. Shaw: From our conversation I would judge that you have never heard the tale of woe that the new highway to Salem has brought into my life. It is a story that no one in the Department should miss so I shall write to you in great detail." This letter is so mixed up it is almost incoherent, but states as follows in the second paragraph. "Because of a great tragedy I decided to move out here with my mother who was quite a care to me. One of your less noble citizens foisted this house on the woman with the assurance that the highway would not be anywhere in the neighborhood. It was a lovely spot, this Del Ray Park at the time. Hardly had the last curtain been put up when along came your little men with the axes and away went everything for which I had spent by good cash money.

"I left and moved to San Francisco in 1954. No one would even look at this house to buy because of the freeway.

"Never will I forget the smug way the man who had first come to tell the glorious news that I was the one the State had selected to visit this freeway deal on. He assured me that it would not hurt the home at all. First they took my land, then they changed the drain fields." (The drain field must have been done on her contract as she had been paid to make her own rehabilitation along with the taking.) "In doing this they cut through the cement in the driveway and corrected that five foot cut clear across by throwing a little loose gravel on the slit. Of course, when I finally came back that whole driveway had to be redone.

"My house was vacant for most of the five years that I was away.

"The lovely and artistic stream that had been so charming running down the little hill in the woods was cleverly diverted so that it would run through my basement. That same basement which was one of the selling points of the house for it was built with a little gutter around it and the land was so well tiled that it never had a drop of water in it."

She went on then to tell a tale of woe about all the money she had to spend for renting pumps and redoing the drain fields and redoing the basement. [redacted] She states that she decided to come back to Portland as she "...might as well live here as anywhere else" and that she should have "...willed the property to the State" for "since you have opened the other lanes of the highway the noise is really dreadful. You see, I just luckily happen to be just where there is an incline so the trucks groan and moan and lett off steam." She says, "But I am pretty old and if I am to get any benefits from living a quiet and sheltered life in this disappointing paradise, I should have the help that was promised me by that great array of glorious plantings that were to be put right in front of the house. As usual this little settlement was slighted for it looks as though the gardeners ran out of everything when they were doing this hill. Even sawdust." She mentions the gravel road in front of her house as being dusty which is of course none of our problem. Then she says, "Mr. Mark Astrup wrote me on February 20, 1961 assuring me that extensive planting was going to be done on the slope opposite my house. I do not think that Mr. Astrup would feel that those three small sticks and few teeny trees or bushes constitute extensive planting."

She ends with, "This, Mr. Shaw, is a letter that you requested and hope it tells you enough so that you have a deep sympathy with my point. If all this is not enough, I can think of other problems that your highway has made for me. Sincerely, Mrs. Connolly." Then she adds a P.S. "Just in case this name poses a problem to you (the name Connolly), I think I must tell you that this is the name in which I first bought this property and then I got married. The man I married is now in Mexico City hiding from the Oregon courts, for along with himself he took all my loose change with him. That name I had for seven years was Mrs. Herbert P. Rutherford."

Lloyd Shaw wrote Mrs. Connolly back acknowledging receipt of her letter telling her that it, along with her other complaints, ~~are~~ was being forwarded to Mr. Astrup. In Mr. Shaw's letter to Mr. Astrup April 3, 1962, he reiterates that the work done on the drain fields, sceptic tank and so forth, is in no way our problem because she was paid for doing this and had it done by her own contract and maintenance people. It is his opinion that any flooding of the basement may have been caused by the water district when they installed their water main. Mr. Shaw can find no reason to blame the flooding on the highway construction.

Mr. Astrup wrote Mr. Shaw as follows on April 9, 1962: "Inasmuch as Mrs. Connolly originally wrote to you, and in line with Mr. Morgan's memorandum of April 5th, it is believed that there will be less chance of confusion if you answer her remarks concerning the bank planning. I recommend that you reply including the information furnished in the attached draft.", In the attached draft it goes on to say that, "A copy of your remarks regarding the plantings made on the slope opposite your house was forwarded to Mr. Astrup. He advised us that he has checked both plants and plantings on the ground and that the plants chosen will form an effective solid screen. He admitted this would take several years but it would not be practical to use mature plants in this situation even if they were obtainable, and they are not, and the cost would be prohibitive. It has been our experience that youg plants are best in the long run. They are easier to establish, recover faster and grow more rapidly than older, larger plants which are severely set back in the transplanting. We appreciate your concern in the appearance of the slope and trust that you will enjoy the appearance of the plantings as they mature." At this point I would again interject that Mr. Astrup had understood this to be a different piece of property.

The latest letter from Mrs. Connolly was dated August 13, 1962. She states, "Gentlemen: Though I am both a patient and persistent person I had almost given up on trying to get any solution to the problem that has been caused me by the building of this Salem highway right in front of my property at 5715 S. W. Pasadena Drive." She says she has almost given up by obviously not quite.

She goes on to reiterate the entire story, as she herself states "related in an unrelated order". She again states, "Because of the property being taken from me, the drain field from my septic tank was changed and the drainage plans so upset that the basement was ruined and I still have great problems." She had to have her driveway completely reblacktopped because "they cut through it and did not repair the surface". She says in her item five. "Had I had any idea of the dreadful noise that would be on the highway when this second side was opened and of the odor of gas that is wafted down into my bedroom, I would have just given the whole thing away and left Portland instead of coming back here three years ago." She says that she had been assured by a letter from the State that many trees would be planted which would protect us down here from both the noise and the gas odor. "The State came along and right in front of these houses on Pasadena they stopped planting almost entirely. They did put some Scotch Broom up on that bank which is only slightly better than weeds." And she quotes Mark Astrup's letter on the scheme of planting. "I tust that this scheme plus the other evergreen trees which are scheduled for planting under the contract will be satisfactory to you." She goes on to say, "Well, the planting is not satisfactory to me for is there any trees on these mud slopes"(this should be 'for if there are any trees on these mud slopes') "I have not been able to see them up there yet." She goes on then to say, "It is such a shame when Oregon so prides herself on its green trees that it will be so neglectful of these protections. First, it would perhaps save a life in case of accidents on these steep hills and when the loveliness of the greenness of Oregon is what drew me out here in the first place," and so on. She again states that any letters that we might find addressed to Mrs. Rutherford are also her letters. That she "...had to divorce the man when he went to Mexico with my money. Also the deed to this house which I finally got back though I should have let him have the problems that it creates. I just found out this morning that the reason the State feels perfectly complacent about the treatment they have given us here on Pasadena Drive is that some man by the name of Lafferett, spelling who has since died, insisted that they put some gravel on this road for his sake. He was building some houses on 57th Street. I never met this man but heard grim reports of his activities. Any way, what has his desire to have gravel put on this road have to do with us whose property was ruined by this freeway."

This letter was written to the Board of County Commissioners, County Court House, Portland and forwarded to Mr. A.E. Johnson, Division Engineer, Portland. Again forwarded to Mr. Lloyd Shaw, Metropolitan Engineer, and again forwarded to Mr. Frank Morgan with a three page letter of some of the background and explanation writted by Mr. Shaw September 7, 1962.

7-1-63
Reviewed

File 27682 L-3015
Rutherford, Herbert P. & Frances S.
North Tigard Interchange Section
Pacific Highway
Multnomah County

Description dated March 28, 1958 - 0.12 acre.

Option mailed to S. N. Mayhew April 1, 1958.

Revised Appraisal dated April 3, 1958 in the amount of $2,100.00 received from Don English.

Request for Condemnation dated April 4, 1958, due to April 11, 1958 filing deadline, from W. T. Wright.

Letter of Offer dated April 4, 1958. $2,100.00 offered for 0.12 acre.

Option signed May 5, 1958 by J. Myron Berggren (contract purchaser) and Kern Crandall, who had power of attorney for Mr. & Mrs. Rutherford. Option in the amount of $2,100.00 ($660.00 land, $1,150.00 improvements and $290.00 damages) for 0.12 acre.

Warranty deed and partial release of mortgage mailed June 20, 1958 to Kern Crandall, Attorney. Deed and partial release contain complete restriction of access

Deed signed June 25, 1958. Partial release of mortgage signed June 26, 1958.

Warrant mailed to Kern Crandall July 21, 1958.

Title policy received from Commonwealth, Inc., July 18, 1958 in the amount of $1,200.00; effective July 1, 1958 at 8:00 a.m.

Letter dated June 9, 1961 from S. N. Mayhew to Mrs. Frances Rutherford in answer to telephone complaint of street conditions.

Letter dated July 26, 1961 from W. T. Wright to Floyd Query requesting relinquishment of Title to be signed by the Commission.

ih
6/25/63

7-1-63
Resume

File No. 27819 L-3016
Rutherford, Herbert P., et al
North Tigard Interchange Section
Pacific Highway
Multnomah County

Description dated March 28, 1958 - 0.26 acre.

Option mailed to S. N. Mayhew April 1, 1958.

Appraisal dated April 3, 1958 in the amount of $6,300.00 received from Don English.

Request for Condemnation dated April 4, 1958, due to April 11, 1958 filing deadline, from W. T. Wright.

Letter of Offer dated April 4, 1958. $6,300.00 offered for 0.26 acre.

Option signed May 5, 1958 by J. Myron Berggren (contract purchaser) and Kern Crandall, who had power of attorney for Mr. & Mrs. Rutherford. Option in the amount of $6,300.00 ($1,430 land, $3750 house, $320 on site improvements, and $800.00 restablish 3 flood lights & damage to remainder) for 0.26 acre.

Warranty Deed mailed June 20, 1958 to Mr. James M. Berggren and Mr. & Mrs. Herbert P. Rutherford. Deed contains complete restriction of access.

Deed signed June 25, 1963.

Warrant mailed to Kern Crandall, Attorney, July 21, 1958.

Title policy received from Commonwealth, Inc., July 18, 1958 in the amount of $6,300.00; effective July 1, 1958 at 8:00 a.m.

House and all improvements sold for $300.00 by the Property Management Dept. July 15, 1958 to J. Myron Berggren.

ih
6/25/63

Resume of File
7-1-63

File 21096 - Connolly, Frances S.
Harbor Drive-Barbur Boulevard
West Portland Expressway
Multnomah County

Description dated October 30, 1953 for 2,875 square feet.

Option mailed to S. N. Mayhew November 3, 1953.

Appraisal dated December 10, 1953 in the amount of $3,300.00 received from Merle G. Campbell.

Option signed January 19, 1954; 2,875 square feet; $3,151.25 ($431.25 - land; $2,710.00 damages and $10.00 taxes).

Warranty Deed mailed February 25, 1954. Deed contains complete restriction of access.

Deed signed February 26, 1954 by Frances S. Connolly (a widow).

Warrant mailed to Mrs. Connolly March 16, 1954.

Title policy received from Commonwealth, Inc., March 15, 1954 in the amount of $3,100; effective March 3, 1954 at 5:00 p.m.

ih
6/25/63

FORM E-30 50M 5-62 43908

CONSTRUCTION DIVISION
RECEIVED
JUN 26 1963
NOTED ☐ ☐ ☐ ☐ ☐

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
June 25, 1963

SUBJECT: Pasadena Drive Complaint
R/W File 27682
F. S. Rutherford (Connolly) Property
Tigard Interchange Section
Pacific Highway

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention: Adrian Olson

I am enclosing correspondence relative to the Connolly (Rutherford) complaint and the complaints of other persons in the vicinity regarding the condition of Pasadena Drive. This complaint is of long standing and I am including all that correspondence that I find in the Metro files, in the Right of Way files and I have requested Division I Office Engineer, E. Stream, to transmit to you any other correspondence which they have in their files. I am listing the documents as follows:

		DATE
1.	Map showing the area in question.	
2.	Appraisal Report written by Mr. Don English.	April 3, 1958
3.	Lindas to Rutherford	June 20, 1958
4.	Teletype from Shaw to John Graham	April 22, 1959
5.	W. C. Williams to V. A. Thompson	December 8, 1959
6.	W. C. Williams to Herbert H. Anderson	December 8, 1959
7.	S. N. Mayhew to Mrs. F. Rutherford	June 9, 1961
8.	F. S. Connolly (Rutherford) to Shaw	March 27, 1962
9.	John Scott to L. P. Shaw	March 29, 1962
10.	John Scott to L. P. Shaw	March 29, 1962
11.	L. P. Shaw to Mrs. F. S. Connolly (Rutherford)	April 3, 1962
12.	L. P. Shaw to Mark H. Astrup	April 3, 1962
13.	Mark Astrup to F. Connolly rough draft.	April 9, 1962
14.	Mark Astrup to L. P. Shaw	April 9, 1962
15.	L. P. Shaw to Mrs. F. S. Connolly (Rutherford)	April 16, 1962
16.	F. S. Connolly (Rutherford) to Shaw	April 18, 1962
17.	L. P. Shaw to D. C. Shuler	April 30, 1962

We trust this information will complete the files as they are presently being put together.

F. B. Klaboe
Metropolitan Engineer

By JBBoyd

J. B. Boyd
Metropolitan Office Engineer

JBB/op

Enc.

CC: Mr. A. E. Johnson

10824 S.W. 57th Ave.
Portland 19, Oregon
May 20, 1963

Mr. A. L. Johnson,
Division Engineer
9200 S.E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

I am bringing to your attention the position you have left us in when the Baldock Freeway was put in our area. The street is Pasadena Drive, between S.W. 55th and [illegible]. This street is our means of egress.

As a property owner affected by this street, I feel the state Highway Department has treated us very unjustly in not bringing it up to a specification so that the county would take it over. It is now in very bad condition and hard to travel. It is used as an access street between two county improved roads, therefore making maintenance cost for a few property owners prohibitive. We were not in this position before.

We all understand that we cannot stand in the way of progress and some have to suffer. I do feel the Highway Department could do more to maintain our property values by making a better street and maintaining the ugly freeway banks and keeping their side of the property cleaned of brush, trash and high grass which has been made our scenery.

In some areas you have done well and other areas you have done as little as possible. I think we come under this latter heading.

I want to point out to you a few things that I feel the highway has done to us:

1. Open windows and outdoor living cannot be enjoyed. Being in an area where there is a large uphill fill grade makes it from a quiet and peaceful setting to a noisy uninviting one.

2. Rough streets and lots of dust from access travel.

3. Forced two elderly couples to sell due to no close transportation.

4. Caused large depreciation value on property. Example: One home appraised value $24,500 - sold $16,000. Vacant 2 years.

5. One owner pays 1% higher interest rate from private institution because of being next to freeway.

6. Put any type of recreation beyond walking distance.

People who have bought in the neighborhood didn't realize the freeway could be so bad. The noise was so much greater after both lanes of traffic opened.

There are several people in this area that would like to sell but would be forced to take a great loss. This we feel we cannot afford.

If we could have the street fixed and more evergreens such as cedar and fir to hide the banks, we could make this a more desirable neighborhood, and try to upgrade some of our lost property values.

I have lived in this area for over thirty years. I feel I am well versed and could bring out many more things that we have had to contend with from the freeway.

I am so strong in my belief of our plight that if something is not done for our cause, other action will be taken.

Sincerely,

Mrs. Wm. Lorch

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
RECEIVED
SEP 11 1962
NOTED ☐ CE ☑ ACE ☐ ACE ☐ ☐ CUE

Portland 13, Oregon
September 7, 1962

SUBJECT: Mrs. Bernard P. (Rutherford)Connolly
Complaint
Tigard Interchange Unit
Portland-Salem Freeway

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Mrs. Bernard P. Connolly addressed a letter to The Board of County Commissioners, Multnomah County, under date of August 13, 1962. This letter was given to Paul Northrop, County Engineer, to investigate; Mr. Northrop transmitted it to A. E. Johnson, Division Engineer, Division I, who in turn transmitted the entire sheaf of material to the Metropolitan Division. Mrs. Connolly has been a persistent and rather painful thorn in the sides of the Metropolitan staff for several years. She seems to be working up to different ane possibly higher levels of contact and very likely either the State Highway Engineer or the Governor would be her next effort. For this reason, the latest epistle from Mrs. Connolly and some comment pertinent thereto are being sent to you herewith.

When right of way negotiations for what is now the Tigard Interchange were begun, an entirely different plan for the interchange area was in force. The acquisition of right of way on this project was not part of my immediate interest and only in side lights do I have any knowledge of what transpired. However, it is certain that the limits of the area originally considered as a taking were extended and that the final acquisition of property from Mrs. Rutherford Connolly removed a considerably greater slice of her premises than was originally contemplated. In the taking, financial reimbursement was considered for complete reinstallation of her sewage disposal system and other matters pertaining to her operating property. Mrs. Connolly handled the matter of installation of services which had been occasioned by the Highway taking. Apparently, they were not satisfactory in some respects; however, that should be a matter between her and the party doing the work.

The basement of the Connolly house flooded shortly after the Metropolitan Division was established, and Resident Engineer, Lowell Johnston, investiagted the matter. The basement was constructed

REFERRED TO
atty

with an inflow of water by way of a tile at its upper end with a valley gutter affect through the length of the basement and an outlet at the ~~floor~~ lower end. The outlet had plugged and something approaching three feet of water had accumulated in the basement before any attempt was made to correct the situation. Mr. Johnston felt that some disturbing influence had cut the drain from the basement and that the highway work had no bearing on the pboblem. We have suspected that the Capitol Highway Water District may have cut the drain in the process of installing a water main in this area; however, we did not go into this enough to be certain that this was the case.

Later Mrs. Connolly complained bitterly of the increase of traffic past her property which she did attribute to the Highway Department's work in the area. Del Rey Park, which is immediately west of the Connolly holdings, at the time Mrs. Connolly purchased her property was little more than a goat pasture. Pasadena Drive which abuts her property on the south was a set of parallel ruts and impassable in anything but extremely dry weather. When the Tigard Interchange was built, Pasadena Drive was relocated on new right of way adjacent to the Connolly property and was rocked throughout its previously unimproved length to 61st Avenue. Since that time, the goat pasture portion of Pasadena Drive has been taken over by builders and is built up quite heavily to new homes. The homes were built fronting asphalt surfaced streets, and in theory, traffic from these homes would proceed northerly to S. W. Dickinson and then westerly to S. W. 61st Avenue. However, many people find it advantageous to utilize Pasadena Drive to S. W. 55th Avenue and from that point to S. W. Taylors Ferry Rd. In travelling this route they traverse the rocked portion of Pasadena Drive and create a dust nuisance to the Connolly and adjacent properties. This matter Mrs. Connolly has never seen fit to correct by any effort on her part other than a sprinkling with the garden hose. We suggested that she either apply dust palliative or see if she could persuade the County to do something of the sort for her. Apparently, she had this in mind when she wrote the letter to the Board of County Commissioners but failed to state her case clearly enough so that it was obvious what she wished the Commissioners to do.

More recently Mrs. Connolly has been griping about the Landscaping of the slopes of the freeway across Pasadena Drive from her property. D. C. Shuler, Landscape Engineer, for the Metropolitan Division, contacted Mrs. Connolly on the ground and showed her what the plans were and how the planting would develop. The planting is principally hybrid brooms and should provide a pleasing appearance in the matter of a few years. Mrs. Connolly apparently expected a forest; she has stated several times that someone promised her a planting of trees. We have been unable to find any evidence that this was the case.

Mrs. Connolly seems to associate her difficulties with Herbert P. Rutherford, who happily crossed the Mexican border before she caught up with him, with the Highway Department's construction program. Just how this is associated with our efforts is obscure but the matter crops up in most of her correspondence and telephone conversations. This is transmitted simply as a matter of information to you should the complaints from Mrs. Rutherford Connolly reach the Salem level.

Lloyd P. Shaw
Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
Encl.
cc: Rod Porter (Encl.)

FORM E-20X—90M—5-62 41908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 21, 1962

SUBJECT:

To: Mr. Lloyd Shaw
Metropolitan Engineer
5821 N. E. Glisan Street
Portland 13, Oregon

Enclosed is a letter from Mrs. Bernard P. Connolly which was forward by Mr. P. C. Northrop, County Engineer. Mrs. Connolly apparently has comments regarding the construction of the Baldock Highway in the vicinity of S. W. Pasadena Drive which I believe should be of interest to you.

Original Signed by A. E. Johnson

A. E. JOHNSON
Division Engineer

AEJ:gp
Enc.

METROPOLITAN ENGINEER
RECEIVED
AUG 2[illegible] 1962
Noted ☐ ME ☐ AME ☐ ☐ ☒ MOE

COMMISSIONERS
M. JAMES GLEASON
[redacted]
JACK BAIN
L. W. AYLSWORTH

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

1854

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES
2115 S.E. MORRISON
PORTLAND 14, OREGON
CA 7-8441

August 17, 1962

Mr. A. E. Johnson, Division Engineer
Oregon State Highway Department
P. O. Box 4699 - Sellwood Station
Portland 2, Oregon

Dear Mr. Johnson:

Enclosed is a letter from Mrs. Bernard P. Connolly which is self-explanatory. Evidently she has taken this matter up with the State on several occasions; however, she has had no satisfaction and apparently she hasn't even been contacted by someone from the State.

Would you please send this letter on to the proper person or persons so that Mrs. Connolly can be contacted about the matter?

Very truly yours,

P. C. NORTHROP
County Engineer

PCN/ms

cc: Mrs. Bernard P. Connolly
5715 SW Pasadena Dr.
Portland 19, Ore.

Enc. Ltr of Aug. 13, 1962

RECEIVED
AUG 20 1962
OFFICE
DIVISION ENGINEER
DIVISION NO

METROPOLITAN ENGINEER
RECEIVED

NOTED

MRS BERNARD P CONNOLLY
5715 S W PASADENA DRIVE PORTLAND 19 OREGON

August 13, 1962.

The Board of County Commissioners;
County Court House
Portland, Oregon;

Gentlemen;

Tho I am both a patient and persistent person I had almost given up on trying to get any solution to the problem that has been caused me by the building of this Salem Highway right in front of my property at 5715 South West Pasadena Drive.

Well do I remember when first I was visited by a man who assured me that the building of the Freeway in front of this property would in no way injure this house. The only things that it has done I will relate in an unrelated order.

1. After I was married again and we decided to move out of town even the real estate agents would slam the phone up in our ears when we mentioned the address of the house we wanted to sell.

2. Because of the property being taken from me the drain field for my septic tank was changed and the drainage plans so upset that the basement was ruined and I still have great problems The first winter I was back I spent several hundred dollars trying to solve that drainage problem. almost \$500.00

3. I had to have my driveway completely re-blacktopped because in re-doing that drain field they had cut thru but had not repaired the surface. $295.00

4. My house was empty for over three years because of the dreadful mess this road building made out here. One morning Myron Berggren started to go to work and he was closed in on all sides, but a little lane that no one ever even tried to drive down, gravel lane- Finally a couple from my home town of Kansas City Missouri, took this house at a very low rental, but would not buy it, when they wanted to buy a house, because of the mess it was and because of the freeway.

5. Had I had any of the idea of the dreadful noise that would be on the highway when this second side was opened December 1961- and of the oder of gas that is waffted down into my bedroom I would have just given the whole thing away and left Portland instead of coming back here three years ago. I knew the freeway was open and had been adsured-by a letter from the state- that many trees would be planted which would protect us down here from both the noise and gas oder. The State came along and right in front of these houses on Pasadena they stopped planting almost entirely. They did put some Scotch Broom up on that bank which is only

slightly better than weeds. This planting;in the face of all the requests that I have made to the State for some protection from this Highway. I have a letter written by a Mr. Mark H. Astrup of the State Highway Department on February 20, 1961 which assures me that --I will quote his letter- " There is some planting proposed on the slopes facing your property, and I am trying now to arrange for an extensive planting of hybrid brooms on this slope. They would be green thruout the year, and will be most beneficial in reducing the growth of weeds.

I trust that this scheme, plus the other evergreen trees which are scheduled for planting under the contract will be satisfactory to you." Well the planting is not satisfactory to me for is there are any trees on these mud slopes I have not been able to see them up there yet. There are quite a few trees further up on this hill, but in front of my house and further down in front of the Berggrens homes and the vacant lot there is nothing in the way of a tree. It is such a shame when Oregon so prides itself on its green trees that they will be so neglectful of these protections. First it would perhaps save a life in case of accidents on these steep hills ,and when the loveliness of the greeness of Oregon is what drew me out here in the first place and the reason that I came back here in the second place should be so begrudged me and the rest of the people who must spent their lives looking at this ugly mud bank.

Just in case you wish to check up on that letter please let me tell you that that was written to Mrs Herbert P. Rutherford. I had to divorce that man when he went to Mexico with my money - also the deed to this house-which I finally got back-tho I should have let him have the problems that it creates-.

Mr. Berggren remembers many conversations with the older man who had charge of some of the contracts for this road ten years ago and well remembers being assured that we would have a fine street in front of our homes. As do I-

I just found out this morning that the reason the State feels perfectly complasiant about the treatment that they have given us here on Pasadena Drive is that some man by the name of Lafferette, who has since died, insisted that they put some gravel on this road for his sake. He was building some houses on fifty-seventh street. I never met this man but heard grim reports of his activities. Anyway what has his desire to have

MRS. BERNARD P. CONNOLLY
5718 S.W. PASADENA DRIVE   PORTLAND 19, OREGON

gravel put on this road have to do with us whose property was ruined by this freeway?

I, as well as others, enjoy riding on the freeways , but I do feel that the people who have to sacrifice so much to make this enjoyment possible for the public should get fair and honest treatment.

Sincerely yours.

Frances S. Connolly -

Frances S. Connolly

NOTED
L. E. [illegible]

RECEIVED
AUG 20 1952
OFFICE
DIVISION ENGINEER
DIVISION NO.

April 30, 1962
Portland 13, Oregon

Mr. D. C. Shuler
Landscape Engineer
OFFICE

Will you please contact Mrs. Bernard P. Connolly, 5715 S. W. Pasadena Drive, which is near the Tigard Interchange. Her house is located at the corner of S. W. 55th Avenue and Pasadena Drive. Watch what you say. Mrs. Connolly has been on our necks for approximately five years and is probably going to stay there for another five.

I am sending you herewith the latest written communication from Mrs. Connolly. You will be provided from our files with correspondence dated back several months, part of which stems from Mr. Astrup's office. Do what you can to show Mrs. Connolly what has been planted on the slopes of the freeway. If there is nothing there, don't try to kid the lady but tell her we will take it up with the Salem office. If she complains about dust, street locations, drainage, anything else, be completely stupid and tongue-tied. Say nothing.

Please report to me what happens at your meeting with Mrs. Connolly.

Lloyd P. Shaw
Metropolitan Engineer

LPS/dg
Encl.

NOTED
J. B. [illegible]

NOTED
A. W. BENED

NOTED
ALFRED A. REA

MRS. BERN; P. CONNOLLY
5715 S. W. PASADENA DRIVE PORTLAND 19, OREGON

[illegible]

B S

[illegible]:

[illegible] of this [illegible]

[illegible]

but we were [illegible] in this [illegible]

[illegible] utterly forgotten?

Frances S. Connolly.

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon

April 16, 1962

Mrs. Frances S. Connolly
5715 S. W. Pasadena Drive
Portland 19, Oregon

Dear Mrs. Connolly:

A copy of your remarks regarding the plantings made on the slopes opposite your house was forwarded to Mr. Astrup.

He advises that he has checked both plans and plantings on the ground and that the plants chosen will form an effective, solid screen. Admittedly this will take several years.

It would not be practical to use mature plants in such situations if they were obtainable - and they are not - and their cost would be prohibitive. It has been our experience that young plants are best in the long run. They are easier to establish, recover faster and grow more rapidly than older, larger plants which are severely set back in the transplanting.

We appreciate your concern in the appearance of this slope and trust that you will enjoy the appearance of the planting as it matures.

Very truly yours,

Lloyd P. Shaw

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
cc: G. S. Paxson
Mark Astrup
A. M. Johnson

MEOLA

RECEIVED
APR [illegible]
STATE PARKS
DEPARTMENT

NOTED
E. A. MEOLA

MRS. BERNARD P. CONNOLLY
5715 S. W. PASADENA DRIVE PORTLAND 19, OREGON

August 13, 1962.

The Board of County Commissioners;
County Court House
Portland, Oregon;

Gentlemen;

Tho I am both a patient and persistent person I had almost given up on trying to get any solution to the problem that has been caused me by the building of this Salem Highway right in front of my property at 5715 South West Pasadena Drive.

Well do I remember when first I was visited by a man who assured me that the building of the Freeway in front of this property would in no way injure this house. The only things that it has done I will relate in an unrelated order.

1. After I was married again and we decided to move out of town even the real estate agents would slam the phone up in our ears when we mentioned the address of the house we wanted to sell.

2. Because of the property being taken from me the drain field for my septic tank was changed and the drainage plans so upset that the basement was ruined and I still have great problems The first winter I was back I spent several hundred dollars trying to solve that drainage problem. almost $500.00

MRS. BERN D P. CONNOLLY
5715 S. W. PASADENA DRIVE PORTLAND 19, OREGON

3. I had to have my driveway completely re-blacktopped because in re-doing that drain field they had cut thru but had not repaired the surface. $295.00

4. My house was empty for over three years because of the dreadful mess this road building made out here. One morning Myron Berggren started to go to work and he was clos~~s~~ed in on all sides, but a little lane that no one ever even tried to drive down, saved him - Finally a couple from my home town of Kansas City Missouri, took this house at a very low rental, but would not buy it, when they wanted to buy a house, because of the mess it was and because of the freeway.

5. Had I had any of the idea of the dreadful noise that would be on the highway when this second side was opened December 1961 - and of the oder of gas that is waffted down into my bedroom I would have just given the whole thing away and left Portland instead of coming back here three years ago. I knew the freeway was open and had been adsured-by a letter from the state- that many trees would be planted which would protect us down here from both the noise and gas oder. The State came along and right in front of these houses on Pasadena they stopped planting almost entirely. They did put some Scotch Broom up on that bank which is only

slightly better than weeds. This planting, in the face of all the requests that I have made to the State for some protection from this Highway. I have a letter written by a Mr. Mark H. Astrup of the State Highway Department on February 20, 1961 which assures me that --I will quote his letter- " There is some planting proposed on the slopes facing your property, and I am trying now to arrange for an extensive planting of hybrid brooms on this slope. They would be green thruout the year, and will be most beneficial in reducing the growth of weeds.

I trust that this scheme, plus the other evergreen trees which are scheduled for planting under the contract will be satisfactory to you." Well the planting is not satisfactory to me for is there are any trees on these mud slopes I have not been able to see them up there yet. There are quite a few trees further up on this hill, but in front of my house and further down in front of the Berggrens homes and the wacant lot there is nothing in the way of a tree. It is such a shame when Oregon so prides itself on its green trees that they will be so neglectful of these protections. First it would perhaps save a life in case of accidents on these steep hills, and when the loveliness of

MRS. BERNARD P. CONNOLLY
5715 S. W. PASADENA DRIVE PORTLAND 19, OREGON

the greeness of Oregon is what drew me out here in the first place and the reason that I came back here in the second place should be so begrudged me and the rest of the people who must spent their lives looking at this ugly mud bank.

Just in case you wish to check up on that letter please let me tell you that that was written to Mrs Herbert P. Rutherford. I had to divorce that man when he went to Mexico with my money – also the deed to this house-which I finally got back-tho I should have let him have the problems that it creates-.

Mr. Berggren remembers many conversations with the older man who had charge of some of the contracts for this road ten years ago and well remembers being assured that we would have a fine street in front of our homes. As do I-

I just found out this morning that the reason the State feels perfectly conplaciant about the treatment that they have given us here on Pasadena Drive is that some man by the name of Lafferette, who has since died, insisted that they put some gravel on this road for his sake. He was building some houses on fifty-seventh street. I never met this man but heard grim reports of his activities. Anyway what has his desire to have

MRS. BERN[illegible] P. CONNOLLY
5715 S. W. PASADENA DRIVE   PORTLAND 19, OREGON

gravel put on this road have to do with us whose property was ruined by this freeway?

I, as well as others, enjoy riding on the freeways , but I do feel that the people who have to sacrifice so much to make this enjoyment possible for the public should get fair and honest treatment.

Sincerely yours.

Frances S Connolly -
Frances S. Connolly

NOTED
E. E. STREAM

RECEIVED
AUG 20 1962
OFFICE OF
DIVISION ENGINEER
DIVISION NO

DRAFT April 9, 1962

Dear Mrs. Connolly:

A copy of your remarks regarding the plantings made on the slope opposite your house was forwarded to Mr. Astrup.

He advises that he has checked both plans and plantings on the ground and that the plants chosen will form an effective, solid screen. Admittedly this will take several years.

It would not be practical to use mature plants in such situations if they were obtainable - and they are not - and their cost would be prohibitive. It has been our experience that young plants are best in the long run. They are easier to establish, recover faster and grow more rapidly than older, larger plants which are severely set back in the transplanting.

We appreciate your concern in the appearance of this slope and trust that you will enjoy the appearance of the planting as it matures.

METROPOLITAN ENGINEER
RECEIVED
APR 10 1962
Noted ☐ ☐ ☐ ☐ ☐
ME AME MOE

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1962

SUBJECT: R/W File No. 27682
Rutherford-Connolly Property
Tigard Interchange Unit
Pacific Highway

To:
Mr. Lloyd P. Shaw, Metropolitan Engr.
5821 N. E. Glisan Street
Portland 13, Oregon

Inasmuch as Mrs. Connolly originally wrote to you and in line with Mr. Morgan's memorandum of 5 April, Subject: Spokesman for the Highway Department Metropolitan Area, it is believed that there will be less chance of confusion if you answer her remarks concerning the bank planting above her residence.

I recommend that your reply include the information furnished in the attached draft.

Mark H. Astrup

Mark H. Astrup
State Parks Superintendent

MHA:hl
cc: Frank Morgan
A. E. Johnson

Attachment

METROPOLITAN ENGINEER
RECEIVED
APR [illegible] 1962
Noted ☐ B ☐

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

April 3, 1962

REFERRED TO
Mr. Porter
BY DEPUTY STATE HIGHWAY ENGINEER

Mrs. Frances S. Connolly
5715 S. W. Pasadena Drive
Portland 19, Oregon

Dear Mrs. Connolly:

This acknowledges receipt of your letter of March 27 in which you raise objection to several matters in or adjacent to your property at 5715 S. W. Pasadena Drive.

Your letter and interdepartmental correspondence relating to your previously registered complaints are being forwarded to Mark H. Astrup for his further action.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
cc: G. T. [illegible]
Frank [illegible]
Mark Astrup

NOTED
N. L. PORTER

RECEIVED
APR 4 1962
OREGON
STATE HIGHWAY COMMISSION

FILE CONTRACT # 5765 R/W

5165 ① ?

Portland 13, Oregon
April 3, 1962

R/W File No. 27682
Rutherford-Connolly Property
Tigard Interchange Unit
Pacific Highway

Mr. Mark H. Astrup
State Parks Superintendent
State Highway Building
Salem, Oregon

Attached hereto are copies of correspondence as follows:

Frances S. Connolly to Shaw	Mar. 27, 1962
Lindas to Rutherford	June 20, 1958
Williams to Anderson	Dec. 8, 1959
Mayhew to Rutherford	June 9, 1961
Scott to Shaw	Mar. 29, 1962
Shaw to Connolly	April 3, 1962

All the above relate to a perpetual complaint pattern established several years ago by the now Frances S. Connolly (Rutherford).

The implication that something was wrong in our work which affected the Rutherford drain field is in error. Alteration of the drain field and installation of a new septic tank was allowed in money in the settlement. Any poor work or inadequate construction on the drains or driveway was by Rutherford's own contractor or maintenance people.

Following our construction of the freeway embankment across the street from the Rutherford house, a water main was laid to serve Del Ray Park, which by this time was changing from a pasture area to a housing development. Our Resident Engineer in checking one of the earlier Rutherford complaints was of the opinion that the drain from the Rutherford basement had been cut by the water district in installing their water main.

Mrs. Rutherford was in Europe a long period of time and rented the house, leaving its care in the hands of a local resident. Apparently,

NOTED
[illegible]

NOTED
ALFRED A. REAR

the drain from the basement became inoperative suddenly (possibly cut by the water main mentioned above) and the renters did not advise the caretaker until approximately three feet of water had accumulated in the basement. Our Resident Engineer inspected the premises later and reported damage approximately as outlined by Mrs. Rutherford Connolly. There is no reason to associate the flooding with highway work.

The dust from traffic in the latest complaint is due to use of Pasadena Drive by residents in Del Ray Park, which now is almost solidly built up with dwellings.

The only complaint remaining which might concern the Highway Department is the "three small sticks" and other inconsequent items placed as landscaping near the Connolly holdings. No investigation of this has been made at this level. Perhaps you may wish to advise Mrs. Connolly in regard to ultimate appearance of the landscape. You will note that she refers to your letter of February 20, 1961 in that regard.

I am replying to Mrs. Connolly's letter and sending a copy to you with prints showing the location of the Connolly property.

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
Encl.
cc: Frank Morgan
A. E. Johnson

NOTED

FORM E-30 50M 2-61 94897

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
March 29, 1962

SUBJECT:

To: Mr. Lloyd P. Shaw
Metropolitan Engineer
BUILDING

File No. 27682 - Rutherford
North Tigard Interchange
Pacific Highway

This is with reference to the subject file and a brief resume of negotiation and settlement.

The entire property was purchased by the owner in 1951 for $23,500. This purchase price included approximately twice the land area that has been affected by the taking--the owner having sold the westerly one-half of the original ownership.

Before any taking from the property it will be noted from the sketch attached that the narrow graded roadbed of Pasadena Drive used only a small portion of the dedicated right of way. The finished surface at that time immediately in front of the residence--and only in front of the residence--had been oiled by the previous owner. All hedge, some shrubs, and a part of the sprinkler system were located in the dedicated right of way. In spite of this we allowed the owner both value and cost for moving and relocating the sprinkler system.

For the entire taking and damages to the owner's remaining property we have paid Mrs. Rutherford a total of $5,261.25. This represents in excess of 20 per cent of the total price paid for the property before the sale of approximately 50 per cent of the land. The State or its employees or contractors have never performed any work of any kind on the private property. I mention this because if Mrs. Rutherford is unhappy about any past or current conditions of her property, it has resulted from her own contractors or supervision.

I am attaching copies of correspondence that might be of interest.

John K. Scott
JOHN K. SCOTT

JKS:jl

Enclosure

the Gallery
5715 S.W. pasadena drive
portland 19, oregon
ch 6-3296

March 27, 1962.

Mr Lloyd Shaw;

State Highway Department

5821 North East Gleason Street

Portland, Oregon.

My dear Mr. Shaw;

From our conversation I would judge that you have never heard the tale of woe that the new highway to Salem has brough into my life. It is a story that no one in that department should miss, so I will write to you in great detail.

Because of a great tragedy I decided to move out here, with my mother who was quite a care to me. I came to Portland for , at the time, I had a so called friend, who would help in the entertainment of my Mother. It did not seem that I could get away from my home in Kansas City, Missouri to come out here to select a house on Oswego where I asked that this summer home be bought. Anyway someone of your less noble citizens foisted this house on the woman with the assurence that the highway would not be anywhere in the neighborhood. It was a lovely spot-this Del Ray Park-at the time. Hardly had the last curtain been put up when along came your little men with their axes and away went everything for which I had spent my good cash money.

I left and moved to San Francisco in 1954. No one would even look at this house to buy because of the freeway.

Never will I forget the smug way the man had who first came to tell the glorious news that I was the one the state had selected to visit this Freeway Deal on. He assured me that it would not hurt the home atall.

the Gallery
5715 S.W. pasadena drive
portland 19, oregon
ch 6-3296

First they took my land, then they changed the drain field. In doing this they cut thru the cement in the drive way and corrected that five foot cut clear across by throwing a little loose gravel in the slit. Of course when I finally came back that whole driveway had to be redone.

My house was vacant for most of the five years that I was away.

The lovely and artistic stream that had been so charming running down the little hill in the woods opposite was cleverly diverted so that it ran thru my basement. That same basement which was one of the selling points of the house, for it was built with a little gutter all around it and the land was so well tiled that it never had had a drop of water in it.

First I had eighty-nine dollars worth of work done on the septic tank to get the basement drains to running. Once or twice we rented pumps for ten or fifteen dollars. Then-thru someone in the Highway department I found a man who could get it all in shape, so for one hundred and eighty dollars he dug up the front yard. That drain was fine in dry weather, but come the rains came the water. All this time I was getting a little smarter about drain fields, pumps.

Of course the waters standing, for several weeks at a time, in the basement loosened the tile I had had so beautifully laid in the basement, spoiled the paint all of which had to be re-done.

Finally I heard about "sump-pumps". You see I had no one to help me thru all this for I am a person with no relatives and was almost a stranger in these parts. The sump pump seems to have solved that problem-except when it gets stuck and doesn't function.

When I first came back to Portland, alone, I thot that I might as well live here as think of another place in the world in which to live so I got the house cleaned up and re-furnished. I really should have willed it to the state and

the Gallery
5715 S.W. Pasadena Drive
Portland 19, Oregon
CH 6-3296

left it, for since you have opened the other lanes of the highway the noise is really dreadful. You see I just luckily happen to be just where there is an incline, so the trucks groan and moan and let off steam. I am sure that this summer, in the Patio, and in the yard the noise will be most annoying. If I were not so old I could be very cheery about this for I could look forward to the time when better trucks will be built and when I would not be awakened in the night by those loud and dreadful roarings. But I am pretty old and if I am to get any benefits from living a sheltered and quiet life in this disapointing paradise I should have the help that was promised me by that great array of glorious plantings that were to be put right in front of the house. As usual this little settlement was slighted for it looks as thot the gardeners had run out of everything when they were doing this hill. Even saw dust.

And speaking of dust, it would be nice if some binding material was tossed on this dusty road that boarders your highway and is used by so many cars in trying to find their way in and out of this maze.

I have appreciated, very much, the fact that some machine came by and spread the dusty gravel around some, to fill up the worst of the holes. Every little attention we get is a help.

Mr. Mark H. Astrup wrote me a letter on February 20, 1961 assuring me that extensive planting was going to be done on the slope opposite my house. I do not think that Mr. Astrup would feel that those three small sticks and few tiny trees or bushes constituted"extensive planting"

When I read in the paper about all the meetings that are held to protest against these Freeways I have much understanding and sympathy with the people who will be effected. On the other hand we all appreciate and enjoy driving on

the Gallery
5715 S.W. pasadena drive
portland 19, oregon
ch 6-3296

"take the rap" as it were. Perhaps to strengthen ones character maybe.

This, Mr. Shaw, is the letter that you requested. I hope that it tells you enough so that you have a deep sympathy with my plight. If all this is not enough I can think of other problems that YOUR highway has made for me.

Sincerely yours

Frances S. Connolly -

Frances S. Connolly.

P.S. Just in case this name poises a problem to you I think I must tell you that this is the name in which I first bought this property. Then I got married-the man I married is now in Mexico City hiding from the Oregon Courts for along with himself he took all my loose change with him. That name I had for seven years was Mrs Herbert P. Rutherford.

METROPOLITAN ENGINEER
RECEIVED
MAR 2 [illegible]
Noted ☐ ☐ ☐

June 9, 1961

Mrs. Francis Rutheford
5715 S. W. Pasadena Drive
Portland, Oregon

File No. 27682 - Rutheford
Portland-Salem Expressway
Pacific Highway

Dear Mrs. Rutheford:

To answer your request and complaint by telephone on the 6th of this month, I did inspect the condition of Pasadena Drive from S. W. 55th to S. W. 61st.

I have known this street personally for over 10 years and recall very clearly the condition of the street before Highway Department activity in the area. It is my opinion that the street is in better shape, as a gravel roadway, that it had been previously.

It would appear that City or County road authorities and/or some association of property owners would be your recourse in getting street improvement and maintenance. I see no reason for State Highway interest in the matter.

I regret that I cannot recommend highway participation in your problem.

Very truly yours,

S. N. MAYHEW
Right of Way Supervisor

SNM:js
cc Mr. Leonard I. Lindas
Mr. Walter T. Wright
Mr. Lloyd P. Shaw
Mr. A. E. Johnson

div
Return to Landscape

February 20, 1961

Mrs. Frances S. Rutherford
5715 S. W. Pasadena Drive
Portland, Oregon

Dear Mrs. Rutherford:

Due to delays in highway construction we have been unable to let the roadside improvement contract for the planting which we proposed in the fall of 1960. We anticipate that the work will be under contract and a portion, at least, completed this spring. Parts of it may not be finished until the fall of 1961.

There is some planting proposed on the slopes facing your property, and I am trying now to arrange for an extensive planting of hybrid brooms on this slope. They would provide a riot of color in the spring, they would be green throughout the year, and will be most beneficial in reducing the growth of weeds.

I trust that this scheme, plus the other evergreen trees which are scheduled for planting under the contract, will be satisfactory to you.

Sincerely yours,

MHA

Mark H. Astrup
State Parks Superintendent

File - 19th Ave - Tigard Inter. Roadside Impror.

NOTED
E. A. MEOLA

NOTED
G. W. WHARTON

Sta 393 - [illegible] K.

5715 S.W. Pasadena Dr.

February 13, 1961. CH 6-3296

3015

My dear Mr. Astrup.

State Highway Department.

Salem, Oregon.

My dear Mr. Astrup.

Last year on November the twenty-fourth I had a reply to my letter asking that your department plant some trees on the ugly bank opposite my house that your department erected in order to build the Salem Freeway. In your letter you stated that planting would be done in the fall of 1960.

There was a little grass seed scattered along this bank I guess for it is a bit greener than it was before, but nary a tree has appeared.

Ever since I arrived back here in 1959 I have contacted various people asking that some signs telling the driving public that this dull and rough little street is Pasadena Drive. After great trouble I have managed to find one sign that says that it is Pasadena Street. On the other entrance to this hide-away it says that the people are getting onto Pomona. My poor friends are so confused by the time they find my house that it takes some time to recover.

Is there anyway that one could get beautiful and interesting trees planted on these ugly banks. I would even be willing to buy some of them. If you have no money to pay these men wanting jobs I would be willing to have a picnic for some Camp Fire Girls and get them to climb the banks and plant trees for me. I want something to protect me from the noise of the trucks and the lights of the trucks that pass constantly by my bedroom, so there is nothing that is too much trouble for me to do to get this protection.

Thank you for your time.

Frances S. Rutherford

(Mrs) Frances .S. Rutherford.

FORM E-123-X 9010 8-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5/65
R/W

December 8, 1959

Mr. V. A. Thompson
10930 S. W. 57th Avenue
Portland, Oregon

Dear Mr. Thompson:

Reference is made to your letter of November 12 dealing with two problems which you consider detrimental to your property located on the corner of Pasadena Drive and 57th Avenue.

We do not feel that the condition of Pasadena Drive is in any way the responsibility of the State. You are perhaps aware that the residents of your neighborhood requested the Highway Deparement for the improvement of Pasadena Drive to provide for access to the new freeway southerly from the Delray Park residential area. To accomplish this, it was necessary to rebuild some parts of Pasadena Drive which were in an impassable state.

Since the inception of our construction in this area, there has been a rapid development in Delray Park and a total of some 23 homes have been added in the immediate area. This, of course, contributes to an increased volume of traffic using Pasadena Drive. Design and construction of the intermittent sections which we built on Pasadena Drive were not done for the purpose of providing an arterial through the area, but only to serve the Delray Park area. However, I am sure that you appreciate that once built, there can be no restrictions on who is to use the facility. We feel that the improvement of those sections of Pasadena Drive which have a gravel surfacing lies between the property owners and the County. I understand the County Road Department has indicated a willingness to co-operate if the residents of the area will petition the County for the construction of the improvement. This would, I believe, involve an assessment to the property covering the cost of construction.

In the matter of the lune-shaped parcel of excess property to which you refer, we will be most agreeable to disposing of

NOTED
ALFRED A. REAR

METROPOLITAN ENGINEER
RECEIVED
DEC 1959
Noted ☐ ☐ ☐ ☐
ME AME

NOTED
LLOYD P. SHAW

this property as soon as the present construction work in the area is completed. We purchased this property from you and it is in the same condition with regard to brush and weeds as when we purchased it. I am advising our Property Management Department to notify you as to the time and place of sale. This property will be sold with a restriction for billboard advertising.

Very truly yours,

ORIGINAL SIGNED
W. C WILLIAMS

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Lloyd Shaw
Mr. W. H. Haskin

NOTED
LLOYD P. SHAW

x 5385

COP OR Don
Date ________ By ________

#5165.

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, Chairman
Portland
KENNETH N. FRIDLEY, Member
Wasco
GLENN L. JACKSON, Member
Medford

FLOYD QUERY, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
LLOYD P. SHAW

NOTED
ALFRED A. REAR

METROPOLITAN ENGINEER
RECEIVED
DEC 1 0 1959
Noted ☐ ☐ ☐ ☐
ME AME MUE

December 8, 1959

Mr. Herbert H. Anderson
Koerner, Young, McColloch and Dezendorf
Attorneys at Law
Eighth Floor, Pacific Building
Portland 4, Oregon

Dear Mr. Anderson:

Further reference is made to your letter of November 23 in behalf of Mrs. Frances Rutherford regarding a claim for damage because of water in Mrs. Rutherford's basement.

In accordance with my letter of November 30 to you, we have completed an investigation into the facts and circumstances bearing on the matter. We find that in 1956 a somewhat similar complaint was made by the Rutherfords about water in their basement. This complaint was investigated at that time, and it was our conclusion that the basement drain was plugged and infiltrating water normally carried off by the tile drain was being forced back into the basement. We could find no connection between the flooding of the basement and highway construction at that time. We later contacted a Mr. Berggren, who was caretaker for the Rutherfords, and found that a broken tile had been located on the Rutherford property and repair had been made. We have had no further report of water in the basement until your recent letter.

At the present time, there seem to be two drain systems in the basement, one of which is working satisfactorily and the other discharging water into the basement. We have done no heavy earthwork or change of grade by the Rutherford property near Pasadena Drive, which lies between it and the freeway, and we are, therefore, unable to, in any way, attribute the Rutherfords' difficulties to highway construction causes. It is entirely possible that damage to the Rutherford drain line could have been done by agencies other than the Highway Department. The water main was relocated in front of this property in 1958.

In the absence of any information which would show that we contributed to this condition, we must reject your claim.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Leonard I. Lindas
Mr. Lloyd Shaw
Mr. Lowell Johnston

November 24, 1959

Mrs. Frances Rutherford
5715 S. W. Pasadena Drive
Portland 19, Oregon

Dear Mrs. Rutherford:

I have read your letter of November 20 with interest and I am most sympathetic to your desire to have the highway fill opposite your property planted.

It is my understanding that the work on this section is not yet complete, so it is not practical to even seed the fill slope to grass at this time. We are, however, planning to submit a roadside improvement project on this section and you may be assured that when it is being prepared every consideration will be given to your request.

It is doubtful that the roadside improvement project will be started before the fall of 1960 as it must await completion of the road construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

MHA

Mark H. Astrup
Landscape Engineer

MHA vjl

[illegible] planting provided on SW 19th [illegible] —
[illegible] R.I. contract —

65+ Barbur.

5715 South West Pasadena Drive
Portland-19- Oregon
November 20, 1959.

FILE 27682

Mr. Mark Astrup
Landscape Engineer
Oregon State Highway Department
Salem, Oregon.

My dear Mr. Astrup;

Six years ago I bought a small, but very attractive home in a district known as Del Ray Park, just outside of Multnomah off highway 99. Almost before the last curtain was hung the highway crew came along and began to destroy the lovely spot that had been selected for that home. We had been assured that the highway would be built far away from that spot, but that is all water over the damn now. We all use and enjoy these highways and some people must have their plans changed to make way for them. Thru these years I have been away from that house most of the time. Tho the department blithley stated that the work would not damage the house we have been able to rent it at a very reduced rental for only one of those five years. That too is past and gone. This is just an explaination of the situation.

Now I am planning on moving back into that house. It is the hope and desire of my neighbors as well as my desire to try to restore most of the former beauty to that small community. Would your department be kind enough to plant some fast growing trees and scrubs on that ugly mud pile that we are forced to look at. As a great deal of water is also a problem for me especially, I wonder if we could not have a row of willow trees lining that little gravel road.

I understand from one of the neighbors that trees are given away by the Southern Pacific Railroad Company. If that small apace could be lined with many trees and grass and scrubs it would make this badly used little group of people very happy and would make this part of the county very much more beautiful than it is now.

Please let me hear from you very soon, and please let me look out and see some hard working gardners planting "things" out there in and on the scars of the roadbuilders.activity.

Thank you so much
Sincerely yours

(Mrs)

AIR
MAIL

26-1001

Copy to Lowell Johnston
4-22-59

NOTED
J. B. BOYD

[illegible]
?
26-1001

.CNM

CON MIL 88 4-22-59 140P

JOHN GRAHAM
CITY-COUNTY RELATIONS

RE MULTNOMAH COUNTY REQUEST FOR 32 FOOT PAVED ROADWAY PASADENA AVENUE NEAR TIGARD INTERCHANGE I CONTACTED PAUL NORTHRUP AND BROWN THIS MORNING AND TOLD THEM THAT WITH INFORMATION NOW AT HAND I COULD NOT JUSTMIFIABLY SUPPORT THEIR CLAIM AND ASKED THEM IFTHEY WISHD TO COTTIVNU

ZWPMQUEST SORRY I WAS INTERRUPTED

CONTINUE REQUEST THAT THEY PRESENT EVIDENCE TO THIS OFIXXX OFFICE THAT THAT STATE SHOULD BE INVOLVED IN SUCH CONSTRUCTION MORE INFORMATION WILL FOLLOW LATER

L P SHAW
BD:,.

NOTED
J. B. BOYD

NOTED
A. V. BENEDICT

NOTED
LLOYD P. SHAW

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
[illegible], [illegible]

SUBJECT: File No. [illegible] L-301[illegible]
State vs. Herbert F. Rutherford,
et al
North Tigard Interchange Section
Pacific Highway

To: [illegible] I. Lindas
Chief Counsel

OFFICE

Attention: Beverly Roethlin

A warranty deed has been received and recorded from the defendants in the above-mentioned suit, conveying to the State the property which was the subject thereof. An Owner's Title Insurance Policy has been obtained showing title in the State, free and clear of encumbrance.

It therefore appears that the condemnation action presently pending in Multnomah County can be dismissed.

JAMES R. KUHN
Staff Attorney

lp

Deed recorded in Book 1904, Page 552, on June 30, 1958, in the deed records of Multnomah County, Oregon.

[illegible]

Roethlin

COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL 21 1958
LEGAL DEPT.

NOTED
Bev. R.

CERTIFIED MAIL

July 21, 1958

IN REPLY PLEASE REFER TO

File No. 27689, L-3015
No. Tigard Interchange
Pacific Hwy.
Herbert P Rutherford, et al

Mr. Kern Crandall
Law Office
Weatherly Bldg.-516 S. E. Morrison
Portland, Oregon

Dear Sir:

Enclosed is our State Highway Fund Warrant No. H217561, in the amount of $2,100.00, payable to Herbert P. Rutherford and Frances S. Rutherford. This represents payment in full for 0.12 acre of land, landscaping, damages and allowance to re-establish improvements.

Will you please have the receipt signed by the payees and return same in the enclosed self-addressed, stamped envelope. Thank you.

Very truly yours,

EARL F. SALING
Right of Way Office Manager

COPY

AR
blr
enc. warrant, receipt

cc: Mr. James H. Berggren
cc: B. Roethlin

I E-133

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

June 20, 1958

Mr. & Mrs. Herbert P. Rutherford
c/o Kern Crandall, Attorney
915 Weatherly Building
Portland, Oregon

IN REPLY PLEASE REFER TO
File No. 27682-L-3015
Tigard Interchange (North)
Pacific Highway

Dear Mr. and Mrs. Rutherford:

This is to advise that the State of Oregon, by and through its State Highway Commission, has accepted your option dated May 5, 1958, covering property described as lying in Lots 10 and 11, Bel Roy Park, a subdivision lying in the Northwest quarter of Section 31, Township 1 South, Range 1 East, W. M., in Multnomah County, Oregon.

To convey the property in question to the State, we have prepared and enclose a warranty deed form to be executed by J. Myron Berggren and Kern Crandall as Attorneys in Fact for Herbert P. Rutherford and Frances S. Rutherford, before a notary public.

If you have an extra signed copy of the power of attorney, we would appreciate having same to accompany your claim for payment. If you do not have such a copy, please advise us the date, book and page of the recording of the power of attorney and we will obtain a copy from the County Recorder.

It is understood that the consideration in the deed includes all costs of land, damages and rehabilitation of property affected by this transaction.

Also enclosed is a partial release of mortgage form which should be signed before a notary public by the proper officers of The Bank of California, in order to release that portion of your property you are deeding to the State from the lien of the mortgage it holds. The duplicate copy may be retained by the bank for its records. You will note the partial release of mortgage covers this transaction and also the transaction under our file No. 27819-L-3016.

As agreed in the option, it is the grantors' obligation to pay all taxes to and including the 1957-58 taxes on the property conveyed. Will you kindly loan us your 1956-57 and 1957-58 tax receipts so that we may note our records. These will be returned to you at the time payment is made.

A deed to the State that is recorded before July 1st will exempt the property from taxes payable next November. If you will forward your executed deed to us so that we can place it of record before June 30th, the property being conveyed will be removed from the 1958-59 tax rolls.

When all required documents have been received and acknowledged, your claim will be placed in line for payment. If the title policy shows the property to be free and clear of encumbrances, payment can be made within approximately four weeks thereafter.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

EARL F. SALING
Right of Way Office Manager

RK:jm
Encls. Warr. Deed-P. R. Mtge

cc: G. E. Rohde
A. G. Skelton-2 copies of Option
Tom Edwards-E-300
S. N. Mayhew-E-300

REVISED

Date: April 3, 1958

File No. 2782

County Multnomah

APPRAISAL REPORT

N. Tigard Interchange Section

Pacific Highway

Total Area Taken: 0.12 acre

Owner: Francis S. Rutherford (Connolly)

Description: The taking is an irregular shaped piece in the SW corner of a large residential homesite. Total ownership includes lot 10 except the N. 10 feet and parts of lots 11 & 12, Del Ray Park. Yard improvements in the taking include 3 ash trees, 2 flowering peach trees, about 10 special variety pines, about 300 sq.ft. of asphalt paving, daffodils, lawn and an outdoor flood light. There is also a hedge, paving, sidewalk and lawn which appear to be within the existing street. No allowance was made for these yard improvements which are already within the existing street right of way. Also, in the taking is the present sewage disposal system and part of the sprinkling system which will have to be relocated. Mrs. Rutherford acquired this property in 1951 (her name was Connolly then). Building improvements include a large residence and a large garage and workshop. Highest and best use, before and after, is present use.

VALUATION OF LAND: PRESENT USE	SOIL TYPE	TOPOGRAPHY	AREA	UNIT VALUE	TOTAL VALUE
Residentail		gradual slope to west	0.12 ac.	5500	660

Note: This appraisal being revised due to a change in area and is based on an inspection made 3/11/58. See corrected comparable #10 as land value has been changed slightly to conform with later and more exact information.

SUMMARY OF VALUATION

LAND VALUE	660
IMPROVEMENTS	
On-site improvements	250
Re-estab. sewage disposal & sprinkler system & flood lights	200
Proximity damage	300
	2110

TOTAL FAIR MARKET VALUE: Rounded $2,100

APPRAISED BY: Don English
Don English

Lot 10, except N. 10 ft. plus E. 50ft. of Lot 12 and a small portion of Lot 11
Owner's Total Area /Del Ray Park St. address and/or Eng. Sta. 5715 SW Pasadena

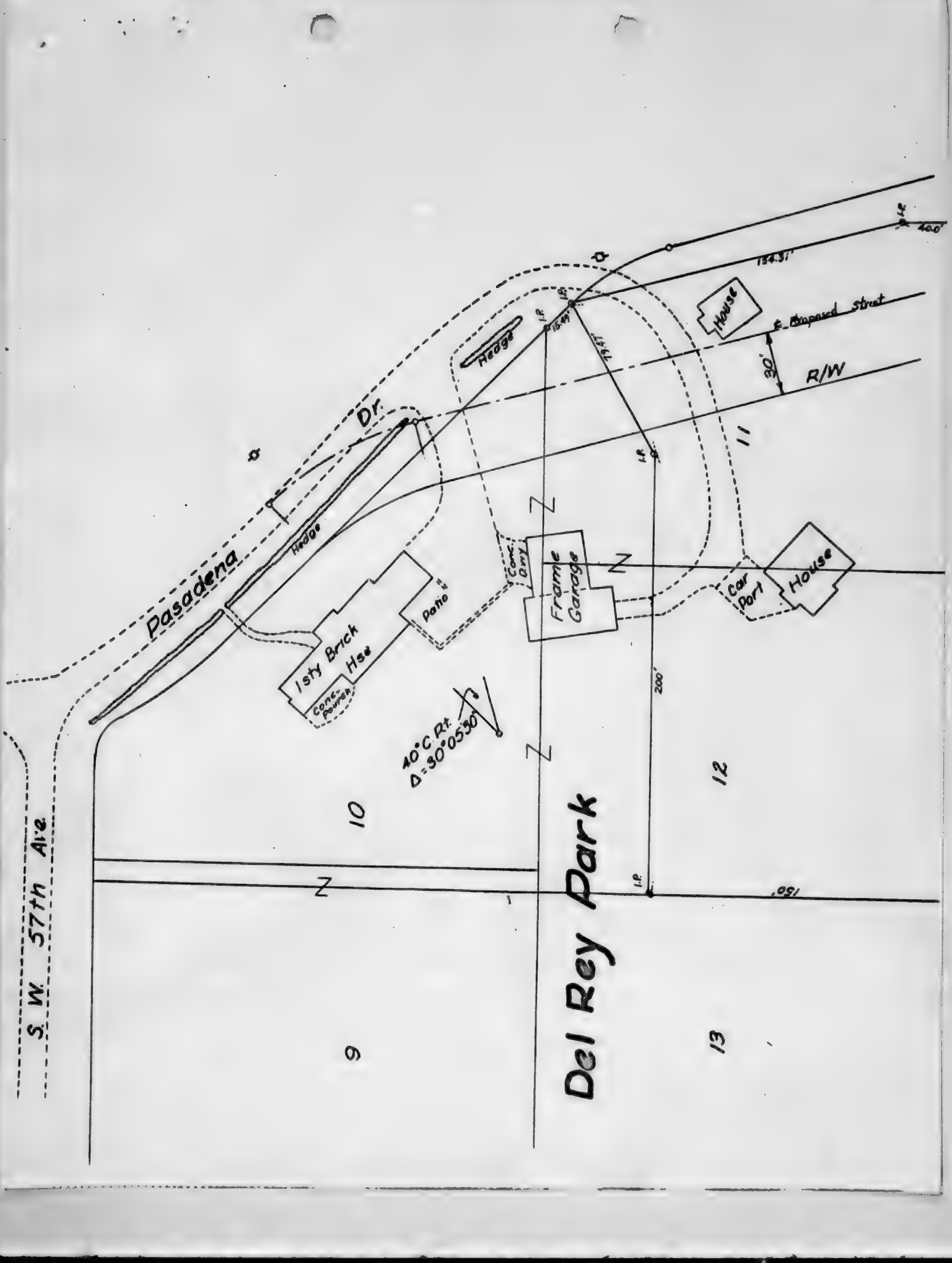
Description of Improvements:

	No. 1	No. 2	No. 3
Type of building	House	Garage & workshop	
Age	16 yrs.	4 to 9 yrs.(built over a 5 yr. period)	
Size (sq. or cubic ft.)	1838 sq.ft.	1450 sq.ft.	
No. of stories	one	one	
Foundation	conc.	conc.	
Exterior walls	shake with brick trim	shake	
Roofing			
Basement	½ cement basement	part	
Floors	not inspected	not inspected	
Fireplaces	atleast one		
Interior walls	no interior inspection made	no inspection made	
Heating	"	"	
Plumbing	"	"	
Quality of construction	good	good	
Condition of exterior	good	good	
Condition of interior	/ ?	?	

- - - - - - - - - - - - - - -

Additional narrative pertaining to damages in particular:

Only nominal damages of approximately 1% have been assigned to this taking because the taking lies in the far southwest corner. The street will be very little, if any closer to the house and the garage and workshop will still be 30 to 35 feet away.


Pasadena Dr.
Hedge
Hedge
1 sty Brick Hse
Conc. Porch
Patio
Conc. Drwy
Frame Garage
Car Port
House
House
I.P.
I.P.
I.P.
I.P.
I.P.
15.49'
79.47'
134.31'
40.0'
℄ Proposed Street
30'
R/W
200'
150'
40' C. Rt.
Δ=30°05'30"
9
10
11
12
13
S.W. 57th Ave.
Del Rey Park

RECEIVED
JUN 27 1963
FOR FILING

June 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on February 21, 1962, on Contract No. 5944, S. W. 19th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section, in Multnomah County, in connection with Federal-Aid Project No. I-5-6(21)295. Establishment period of one year began February 9, 1962. Replanting and establishment was completed June 10, 1963.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:____________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBP:ra

RECEIVED
JUN 25 1963

FOR FILING

Salem, Oregon
June 24, 1963

Mr. F. L. Morgan
Construction Engineer

OFFICE

This is to advise you that work was completed on February 21, 1962, on Contract No. 5944, S.W. 11th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section, in Multnomah County. Establishment period began February 2, 1962.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date: ______________

Conditions noted on above date:

Construction Engineer

DBP:cs

RECEIVED
JUN 22 1962
FOR FILING

5944

June 20, 1962

E. P. Baltz & Son
9817 East Burnside
Portland 16, Oregon

Attention: Tom Baltz

Gentlemen:

Reference is made to your letter of May 31 by which you informed us that certain nonspecification materials were being incorporated into State Highway roadside improvement projects.

After receiving your letter, a thorough investigation check was made on the two projects mentioned. The signs on the Sandy River-Dodson job had been removed and we were unable to determine anything in relation to them. On the other project we wish to assure you that this Department will not accept any work or permit the use of any methods that do not agree with contract specifications or approved changes. There are, on occasions, times during the progress of certain projects when it may be felt that certain materials and results are not those specified, however, before payment is made and before work is accepted, any substandard or nonspecification material must be removed or replaced. Should you wish, you are invited to inspect this projects in detail at the time it is complete and accepted by this Department and if, at that time, you feel any of the plantings do not meet the job specifications we will be glad to discuss the situation with you.

We thank you for bringing this matter to our attention and hope that you will se fit in the future to submit bids for such work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morg
Mark Astr

RECEIVED
JUN 20 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

June 18, 1962

E. P. Beltz & Son
9817 E. Burnside Street,
Portland 16, Oregon

Dear Sirs:

Your letter of May 31, 1962 commented on the quality of the planting placed on the 19th Avenue-Tigard Interchange roadside improvement project.

A joint inspection of this project was made on June 6th with representatives of the State Highway Department. This inspection revealed that some of the plantings were not of the size specified under the contract, or covered by authorized changes.

This project has not been completed as far as our records indicate. You may rest assured that prior to final acceptance by this office all items will meet the required specifications, or shall be covered by authorized changes.

The project identification signs had been removed from the project on the "Sandy River-Dodson Section" of Interstate Route 30 Roadside improvement before a detailed inspection could be made by persons from this office.

We appreciate your concern and thank you for your letter.

Very truly yours,

A. W. Parsons
Division Engineer

RECEIVED
JUN 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

E. P. Baltz & Son
9217 E. Burnside Street
Portland 16, Oregon

May 31, 1962

Mr. Polk
District Engineer
Bureau Public Roads
Oregon State Highway Dept.,
Salem, Oregon

Dear Sir:

We are landscape contractors, and we bid on all landscape work put out for bids by your department.

Recently we bid on the "10th.Avenue--Tigard Interchange Job". We were not the successful bidder, but the only other bidder.

This letter comes to you, not as a complaint, but, as a request to satisfy my questions in regard to the material used on the above mentioned job.

In checking the finished job with our "take-offs" I have noticed that some of the plants on the job are not of the size and standard called for on the bid. I would like to know the reason the job was not as called for on the specifications.

Also, it appears to metthat the contractors identification signs on the "Sandy River--Dodson Section" highway 30, do not meet specifications.

I am not concerned because I was not the successfull bidder. I am concerned that the low bidder is not meeting specifications.

I would greatly appreciate a reply on the above mentioned items. Thank you.

Sincerely,

E. P. Baltz & Son

/s/Tom Baltz

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1962

SUBJECT:

To: Mr. Porter

Mr. Tom Baltz, of the E. P. Baltz Company, called this date complaining about Solomon Aichele, who has a contract on several landscape projects for the Highway Commission. He stated that the contractor was not using specification material and that his signs were not standard.

Will you please take immediate action and give me a report and recommendation.

Forrest Cooper
Forrest Cooper
State Highway Engineer

FC:fm

cc G. S. Paxson
Victor D. Wolfe

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Harbor Drive - Washington County Line S.W. 19th - Tigard Intercahnge Unit

For Week Ending March 24, 1962

Kind of work Roadside Improvement

Highway Pacific County Multnomah

Section prefix 626-1062

Contractor Solomon Aichele

Contract number 5944

Date of contract June 27, 1961

Specified work days 95

Date work started August 1, 1961

Work days used 85

Project authorization $ 62,182.46

Exclusive of engineering $ 57,760.60

Per cent of time elapsed 89 %

Estimated cost of completed project, exclusive of engineering $ 60,653.41

Estimated per cent overrun or underrun 4.82 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 4421.86

Engineering cost to date $ 4421.86, 100 %

Date project was completed February 21, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	Re GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
Planting 100		100	Sprink. Syst 100			Top Soil 100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final submitted to division office on Friday.

CONSTRUCTION DIVISION
RECEIVED
MAR 26 1962
NOTED ☐ CE ☒ ACE ☒ ACE ☒ ☐ COE

NOTED
JOHN R. OAKES

cc: Chas. Hazelton

Signed William E. Maltby
Wm. E. Maltby, Resident Engineer

Address 5821 N.E. Glisan St., Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project I-5-6(21)295					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Showers		
Wednesday	Rain		
Thursday	〃		
Friday	Cloudy		
Saturday			

RECEIVED
DEC 1 1961
FOR FILING

5944

C
O
P
Y

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Harbor Drive-Tigard Interchange Sec.
Projects: I-5-6(5)298, I-4-6(21)295
I-5-6(19)295, I-5-6(28)300
Contract Nos. 5762, 5972, 5944 and
5921

Dear Sir:

We are going to open the above section of highway to unlimited travel on December 1, 1961. As you know, the section will not be completed and work on each of these contracts will be performed under traffic. It is probable that one or more of the contractors will suffer additional construction costs as a consequence of working under traffic. If such justifiable costs are incurred and chargeable to the State, we expect to request federal participation.

Our action in opening this highway is taken after carefully weighing the traffic benefits that accrue to the user. These tangible benefits have been conservatively estimated to be in excess of $370,000 per year. Inasmuch as the facility probably will not be completed for another six months, opening at this time benefits the public at least $185,000. In addition, the new facility will afford relief to extremely congested Barbur Boulevard which, in turn, is expected to result in substantial reduction of traffic accident rates.

We believe that these benefits far outweigh additional costs that may result.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc W. C. Williams
Tom Edwards

FBK:fp fa

RECEIVED
OCT 12 1961
FOR FILING

5944

October 10, 1961

Mr. C. W. [illegible]
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 202, covering State-controlled plants on the S. W. 19th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 5944, in connection with Federal Aid Project No. I-5-6(22)295.

The special provisions of this contract provide that State-controlled plants may be used at the option of the contractor. He has chosen to use these plants and this order establishes the furnishing of them at stated prices.

The total estimated amount of the order is $2,906.90 with Federal participation of $2,614.00.

This order has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

D. B. Porter
Office Engineer

Encs.

DBP:cr

RECEIVED
OCT 13 1961
FOR FILING

5944

October 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 202, covering State-controlled plants on the S. W. 19th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 5944, in connection with Federal-Aid Project No. I-5-4(21)295.

The Special Provisions of this contract provide that State-controlled plants may be used at the option of the contractor. The contractor has chosen to use these plants and this order establishes the furnishing of them at stated prices.

The total estimated amount of the Order is $3,217.50 with Federal participation of $2,895.00.

This Order has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
OCT 3 1961
FOR FILING
5944

October 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-Supplemental covering 8" perforated metal drain pipe on the S. W. 19th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 5944, in connection with Federal Aid Project No. I-5-6(21)295.

The original authorization of $1,250.00 on Order for Extra Work No. 2 was for 12" perforated metal pipe. Additional springs have been encountered, which can be drained with 8" perforated pipe. This supplement to the order is to cover the additional pipe.

It has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:bm

RECEIVED
SEP 21 1961
FOR FILING

5944

September 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering 12" perforated metal drain pipe on the S. W. 19th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 5944, in connection with Federal Aid Project No. I-5-6(21)295.

A series of springs and sub-surface drainage in the landscaped area between the Spring Garden On Ramp and the freeway cause a marshy condition which interferes with grading and seeding of the area and would interfere with the maintenance. It is proposed to install the perforated drain pipe to tap the main spring and intercept a number of smaller flows. More than the normal amount of sand backfill will probably be required.

Due to the necessity of having this work done so the planting can be done, it has been started as an emergency measure. Verbal approval has been given by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

RECEIVED
AUG 17 1961
FOR FILING

5944

August 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the S. W. 19th Ave.-Tigard Interchange Unit, Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County, Contract No. 5944, in connection with Federal Aid Project Number I-5-6(21)295.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

FORM E-123

COMMISSIONERS
M. K. McIVER, C
PORTLAND
KENNETH N. [illegible]
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL 20 1961
FOR FILING
5944

July 19, 1961

Mr. Solomon Aichele
11360 SE Stevens
Portland 66
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5944, awarded June 27, 1961, for roadside improvement on the SW 19th Ave.-Tigard Interchange Unit of the Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN 30 1961
FOR FILE

FORM CD-121

UNITED ST ES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5944

DATE: June 29, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-0
Salem, Oregon

SUBJECT: Oregon Project I-5-6(21)295, 19th. Avenue-Tigard Interchange Section of the Pacific Highway in Portland

A revised preliminary estimate for this project, dated June 1, 1961, included a contingent State Force item of $500 for spraying blackberries, etc. At that time we advised verbally that it is generally against our policy to participate in State Force work in such instances and the item should be omitted from the agreement estimate.

There is no apparent reason why the contractor cannot perform the work. Inasmuch as we will be unable to approve the work, if it is to be done by State Forces, the item has been deleted from the rough draft of the contract estimate and the office of your Office Engineer has been advised accordingly.

Porter

RECEIVED
JUN 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-3(9) Judkins Point-Goshen Sec., 1961
190 Pacific Hwy., S. of Eugene
#5945 Folder # 2

Agreements-
R-54C
C&A 1904
C&A 2077
C&A 2232

A

RECEIVED
JUL 12 1965
FOR FILING
I-5-3(9)190
5945

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1965

To: Mr. L. H. Young
Office Engineer
BUILDING

SUBJECT: Salvaged Materials
Judkins Pt.-Goshen Section
Pacific Highway
Contract No. 5945

Your memo dated June 17, 1965 requested that this office determine the location and value of bid item 65 on the subject contract. Attached is a copy of a letter from the Resident Engineer indicating the value and location of the lighting units which were salvaged.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:rw

Attach.

cc: F. B. Klaboe
L. R. Backlund
M. N. Juve

NOTED
F. B. KLABOE

RECEIVED
JUL 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1965
FOR FILING

1-5-3(9)190

5945

FORM E-30X—50M—1-60 SP*8418-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1965

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

SUBJECT: Salvaged Materials
Judkins Point-Goshen Section
Pacific Highway
Contract No. 5945

The following item was listed on the final estimate for the subject contract as having been salvaged:

Bid item 65 - Illumination Installation Removal Complete

The value of this salvaged item must be credited to the project if it was stockpiled. Please determine the location and value of this item and supply this office with your findings.

F. D. Morgan
Construction Engineer

DBS:bjm

cc: F. B. Klaboe
L. R. Backlund - BPR
L. H. Young
C. P. Laux
M. N. Juve

RECEIVED
JUN 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1964
FOR FILING

June 10, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

(return of liquidated damages to contractor)

A post-final payment for $1,500.00 will be made to Roy L. Houck Sons' Corp., on contract #5945 for grading-paving-structures on the Judkins Pt.-Goshen Section of Pacific Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,511,526.86, including the post-final payment. Of the total, $43,256.99 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
P. O. Box 671
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

Date: 6/10/64

Floyd Query
Commission Secretary

A voucher has been prepared to pay 23 Part final

Contract No. 5945, Est. No. 23, Date: to 6/10/69, Amt. $ 1500^{00}

Contractor Roy L. Houck Son's Corp.

Totals to date: Paid to contractor $ 1,511,526.86

Amount of force account $ 43,256.99

Amount of retained percentage $

Claims Section
Accounting Division

3/64

RECEIVED
MAY 13 1964

FOR FILING

[illegible]

5945

May 13, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 1
May 28, 1964 Meeting

Gentlemen:

We have received a request for an extension of time from Roy L. Houck Sons' Corporation, contractor on the Judkins Point-Goshen Section of the Pacific Highway in Lane County. This contract, No. 5945, was completed June 10, 1963, with 199 workdays charged. The original workday allowance was 170 days.

The request is for five days because of delays caused by diversion of the contractor's equipment to slide correction work in June of 1962. Our records substantiate the claim and we recommend that the requested five-day extension be granted and the Bureau of Public Roads concurs. This will still leave 24 days liquidated damages assessed on the project.

This matter will be on the agenda for your consideration at the May 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm bbc

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 10, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 170 days to 175 days, within which to complete our Contract No. 5945, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

It was necessary to use our full force of rock excavating equipment on the below mentioned dates to remove a slide area not on the contract. The dates are as follows: June 6, 7, 8, 11, 12, all in 1962. We were unable to proceed on the contract excavation until this work was accomplished.

Respectfully submitted,

ROY L. HOUCK SONS' CORPORATION
Contractor

By James E. Houck

CONSENT OF SURETY

Date February 13, 1964, 19

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact

HUGGINS INSURANCE AGENCY
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5945 Contractor Roy L. Houck Sons' Corp.

Highway Pacific

Section Judkins Point - Goshen

Kind of Work Grading, Paving, Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows: During the period described on the other side the Contractors rock excavating and hauling equipment was used to remove slide above the IM line at Stations 294 to 300, and was thus prevented from continuing with Contract work during said period. This slide removal was covered by E. W.O. # 2. It was necessary to direct the Contractors operation to prevent his undermining the haul road from the slide and complicating the slide removal under the extra work order.

Recommended for Approval:

Ass't Division Engineer

H. L. Decker
Ass't Construction Engineer or Bridge Engineer

Asst State Highway Engineer

Contract No.	5945
Project designation	I-5-3(9)190 Federal State-Federal
Date awarded	July 6, 1961
Work started	Aug. 17, 1961
Per cent completed	100. Date June 10, 1963
No. of Workdays Allowed	170
No. of Workdays Used	199
No. of Added Workdays Requested	5

State Printing 37939

RECEIVED
OCT 31 1963

FOR FILING

[illegible]

5945

October 30, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 10 on Contract No. 5945. The contract was with Roy L. Houck Sons' Corporation and was for grading, paving, and structures on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 29, 1963, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw hlb

FORM E-30 50M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1963

SUBJECT: Acceptance of Contract

To: Mr. L. P. Shaw
Asst. Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5945 with Roy L. Houck Son's Corporation for grading, paving and structures on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, completed June 10, 1963.

Request for acceptance has been held pending receipt of contractors reports.

L. H. Young

L. H. Young
Office Engineer

DBP:mb

cc: Floyd Query
C. H. Maison
F. D. Morgan

RECEIVED
OCT 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1963

FOR FILING

I-5-3(9)190

5945

September 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith certification that all payrolls have been submitted on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Contract No. 5945 in connection with Federal-Aid Project No. I-5-3(9)190.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

RECEIVED
SEP 6 1963
FOR FILING

5945

September 6, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching on the Judkins Point-Goshen Section of the Pacific Highway, Contract No. 5945, Project No. I-5-3(9)190, in Lane County, was completed July 31, 1963.

This work was authorized by Order for State Force Work No. 8 dated July 31, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ia

cc: J. W. Nash

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 20, 1963

Section Judkins Point - Goshen

Kind of work Grading, Paving, Structures

Highway Pacific County Lane

Section prefix 620-1075

Contractor Roy L. Houck Sons' Corp.

Contract number 5945

Date of contract July 6, 1961

Specified work days 170

Date work started Aug. 17, 1961

Work days used 199

Project authorization $1,901,904.30

Exclusive of engineering $1,766,657.77

Per cent of time elapsed 117.06 %

Estimated cost of completed project, exclusive of engineering $1,616,922.62

Estimated per cent underrun 7.36 %

Per cent of contract completed, based on estimated cost 100. %

Engineering authorization $135,246.53

Engineering cost to date $143,681.47, 106.24 %

Date project was completed June 10, 1963, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	—

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate taken to Roseburg on July 19, 1963.

Contractor statement Re: Payrolls and Form P.R. 47s have not yet been received.

This will be the last weekly report.

CONSTRUCTION DIVISION
RECEIVED
JUL 22 1963

NOTED
[illegible] R. OAKES

Signed H. E. Mayfield

Address 2141 E. 15th. Ave. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.12	3.12			3.12
Miles partially completed					
Miles completed	3.12	3.12			3.12
Total estimated quantities (contract)	684,400 c.y.	153,360 tons		1,720 c.y.	31,720 tons
Total quantities corrected to date	593,038.8	158,361.12		1,593	31,365.68
Estimated quantities moved or placed to date	"	"		"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy		
Monday	clearing		
Tuesday	scattered clouds		
Wednesday	overcast		
Thursday	fair		
Friday	overcast		
Saturday			

RECEIVED
JUL 3 - 1963

FOR FILING

(1)

591

Salem, Oregon
July 3, 1963

Mr. F. D. Morgan
Construction Engineer

OFFICE

This is to advise you that work was completed on June 10, 1963, on Contract No. 5945, Judkins Point-Goshen Section, in Lane County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

Contract work was accepted by the BPR June 12, 1963.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:________________

Conditions noted on above date:

Construction Engineer

DBP:mb

RECEIVED
JUN 17 1963
FOR FILING

I-5-3(9)190

5945

2

June 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 10, 1963, on Contract No. 5945, Judkins Point - Goshen Section, in Lane County, in connection with Federal-Aid Project No. I-5-3 (9) 190.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBF:es
cc: H. S. Cox

RECEIVED
JUL 2 - 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I
5945 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 17, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advice you that work was completed on June 10, 1963, on Contract No. 5945, Judkins Point - Goshen Section, in Lane County, in connection with Federal-Aid Project No. 1-5-3 (9) 190.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
LLOYD P. SHAW

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 6-12-63

Conditions noted on above date:

None

A. W. Parsons
Division Engineer

by BRBrooks Dist. Engr

copies to Young
7-2-63

DBP:es
cc: H. S. Cox

RECEIVED
JUN 5 - 1963

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 4, 1963

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Proposed Permit - Underground
Telephone Cable, McVay Interchange
Project I-5-3(9)190

Dear Sir:

Attached hereto are three identical copies of a permit we propose to issue Pacific Northwest Bell Telephone Company to cover a buried cable crossing the Pacific Highway at Station 287+89 on the subject project.

The cable is in existence, having been installed prior to construction of the 24' x 15' underpass and the paving of "T" Line. I believe you will find the permit complies with all provisions of the policy governing utilities on Interstate Highways.

If the permit as prepared is satisfactory, would you please so indicate on the executed copy of the permit and return same for our files. The two conformed copies of the permit are intended for your use.

Very truly yours,

G. W. Ross
Director of Permits

By
Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

NOTED
TOM EDWARDS

Attach. (3)
RPH:mg

cc: Mr. Tom Edwards ✓

RECEIVED
JUN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 1964

FOR FILING

3-d
5-28-64

May 28, 1964

Roy L. Houck Sons' Corp.,
P. O. Box 671
Salem
Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 28, 1964, considered your request for 5 additional workdays to complete contract #5945 for grading-paving-structures on the Judkins Pt.-Goshen Section of Pacific Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission granted you the 5 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: L. R. Chandler
H. E. Mayfield
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Watson

E-320 (Rev.)—8M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#1

Oregon State Highway Commission
Salem, Oregon

Date February 10, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 170 days to 175 days, within which to complete our Contract No. 5945, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

It was necessary to use our full force of rock excavating equipment on the below mentioned dates to remove a slide area not on the contract. The dates are as follows: June 6, 7, 8, 11, 12, all in 1962. We were unable to proceed on the contract excavation until this work was accomplished.

Respectfully submitted,

ROY L. HOUCK SONS' CORPORATION
Contractor

By

CONSENT OF SURETY

Date February 13, 1964, 19

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby Attorney-in-fact

(SEAL)

HUGGINS INSURANCE AGENCY
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5945 Contractor Roy L. Houck Sons' Corp.

Highway Pacific

Section Judkins Point - Goshen

Kind of Work Grading, Paving, Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract b[redacted] or GRANTED. The reasons for such recommendation are as follows: During the period described on the other side the Contractors rock excavating and hauling equipment was used to remove slide above the BM line at Stations 294 to 300, and was thus prevented from continuing with Contract work during said period. This slide removal was covered by E. W.O. # 2. It was necessary to direct the Contractors operation to prevent his undermining the haul road from the slide and complicating the slide removal under the extra work order.

Recommended for Approval:

Asst Division Engineer

Acst Construction Engineer or Bridge Engineer

Asst State Highway Engineer

Contract No. 5945

Project designation Federal I-5-3(9)190
State-Federal

Date awarded July 6, 1961

Work started Aug. 17, 1961

Per cent completed 100. June 10, 1963
Date

No. of Workdays Allowed 170

No. of Workdays Used 199

No. of Added Workdays Requested 5

State Printing 37839

FORM E-123X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 13, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 1
May 28, 1964 Meeting

Gentlemen:

We have received a request for an extension of time from Roy L. Houck Sons' Corporation, contractor on the Judkins Point-Goshen Section of the Pacific Highway in Lane County. This contract, No. 5945, was completed June 10, 1963, with 199 workdays charged. The original workday allowance was 170 days.

The request is for five days because of delays caused by diversion of the contractor's equipment to slide correction work in June of 1962. Our records substantiate the claim and we recommend that the requested five-day extension be granted and the Bureau of Public Roads concurs. This will still leave 24 days liquidated damages assessed on the project.

This matter will be on the agenda for your consideration at the May 28 meeting.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query /
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

NOTED
FLOYD QUERY

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr. May 11, 1964
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-5-3(9)190, Judkins Point-Goshen Section
Pacific Highway
Request for 5 day extension of time

We have received your letter of April 8, 1964 requesting concurrence in extension of time, subject project, because of time charge when contractor's equipment was diverted to slide correction work.

We concur in your recommendation for the reason given.

RECEIVED
MAY 12 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
5-13-64

NOTED
LLOYD P. SHAW

April 3, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Time Extension
Judkins Point-Goshen Section
Pacific Highway
Project No. I-5-3(9)190

Dear Sir:

We have received a request for an extension of time on this contract from Roy L. Houck Sons' Corporation, contractor. The contractor requests an additional five workdays due to delays caused by slide correction work.

The contractor lists five days between June 6 and 12, 1962, when his equipment was diverted to slide correction work. Our weekly reports on the project substantiate this claim and we recommend that the five days be granted.

This contract was completed on June 10, 1963, with 199 workdays charged. The original allowance was 170 workdays, so grant of the additional time will still leave 24 days liquidated damages assessed.

Your concurrence in our recommendation for the increase is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm: ajw

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1964

SUBJECT: Time Extension
Judkins Pt.-Goshen Section
Pacific Highway
Contract No. 5945

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request from Roy L. Houck Sons' Corporation for a 5-day time extension on this project. The contractor claims that the slide removal required on the project delayed his grading work by this amount.

Our files show that slide removal work on Extra Work Order No. 2 and Extra Work Order No. 7 required a major portion of the grading equipment on the date cited, and that work days were charged on those days. We, therefore, recommend that the 5 days be granted as requested. We do not know why the contractor delayed for so long in submitting his request for a time extension.

This project was completed on June 10, 1963, with 199 days charged. The original allowance was 170 days, so even with the recommended grant of additional time, a total of 24 days liquidated damages will be assessed.

This matter has been discussed with the Bureau of Public Roads and their approval was verbally recommended. Rough drafts to the BPR and the Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

cc: L. H. Young

RECEIVED
APR 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 - 1963
FOR FILING

May 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering slide correction on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Contract No. 5945, in connection with Federal-Aid Project No. I-5-3(9)190.

It is necessary to remove slide material and place a rock blanket on the right of the M2 line to prevent slopes from breaking back of the right of way line. The same work is necessary on the EM2 line where slide is causing the fill of the M2 line to subside as the original ground is moving under it.

This extra work order is covered under the project authorization.

This work was verbally recommended for approval by the B.P.R. Area Engineer May 1, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:er
Enc.

RECEIVED
APR 18 1963

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5945

April 16, 1963

The Western Union Telegraph Company
742 Market Street
San Francisco 2, California

Attention: H. S. Rodney
Division Cashier

Gentlemen:

The final audit on your bill for work done in connection with the Judkins Point-Goshen Section and the East Union Siuslaw River-Walton Section have not been received from the Bureau of Public Roads. Since we do not control the auditing of these bills, we are unable to advise you when payment will be made. The retained percentage will be released upon receipt of the audit.

Very truly yours,

C. H. Maison
Auditor

By: D F Wolfe
D. F. Wolfe
Accounting Division

DFW:jc

cc: Forrest Cooper ✓
Floyd Query

NOTED
FORREST COOPER

RECEIVED
APR 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1962

FOR FILING

5945

November 29, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering removal of additional concrete island on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Contract No. 5945, in connection with Federal-Aid Project No. I-5-3(9)190.

The original plans called for the removal of that portion of the concrete island, that served as a vehicle storage for left-turn movement, to Station 378+10.

This work order will permit the removal of the present raised concrete median island, which is now irregular, extending from Station 378+10 to Station 384+69.48 which point is at the north end of the railroad overcrossing structure. The removal and replacement of the median rail barriers, to permit A.C. compaction, will be done under this work order.

This work was verbally recommended for approval by the BPR Area Engineer on November 9, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
OCT 2 1962
FOR FILING

FORM E-30X—30M—6-62 43900

9 190
5945

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1962

To: MEMO TO THE FILES

SUBJECT: Gonyea Fence Problem
Roy L. Houck & Sons Contract
Judkins Point-Goshen Section

Reference is made to the subject of Mr. Gonyea's fence. This matter has been thoroughly documented with previous letters and I won't go into it at this time.

It has been proposed by the Right of Way people that we remove the item from the contract without compensation to the contractor, except insofar as he has already performed work on the item. The reason for the suggestion was that the State could realize certain savings by dealing directly with Gonyea on a monetary basis. We do not feel that we would be justified in taking this action inasmuch as the contractor has already acquired a subcontractor for the work and has done certain portions of it. We feel that if we were to take this action, we would be in a very poor position to defend a suit or an action of the contractors to reclaim funds expended and/or anticipated.

The decision was made and approved by Mr. Porter to again approach Gonyea or his attorney and inform them that we would remove the item from the contract, provided that Gonyea would reimburse us for the costs necessary to accomplish this purpose. We are also agreeable to Mr. Gonyea paying the difference in the specified type of fence and the type of fence he desires to have erected. Preferably, such a payment would be made directly to the contractor, but if necessary we would handle the thing through our accounting system.

It is my understanding that Mr. Moehring of the Right of Way Department has contacted the Gonyeas and passed along this information. As we have not heard one way or the other, we are at this time prepared to go ahead with the contract work in accordance with the plans.

FB Klaboe
F. B. Klaboe
Assistant Construction Engineer

RECEIVED
SEP 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

FBK:bjh
cc: R. L. Porter
W. T. Wright
L. I. Lindas
L. R. Chandler

9

RECEIVED
SEP 25 1962

FOR FILING

[illegible]

5945

September 24, 1962

Mr. Dean Pape', President
Pape' Bros. Inc.
Post Office Box 407
Eugene, Oregon

Dear Mr. Pape':

Reference is made to your letter of September 18 addressed to Mr. Cooper and which has to do with the problems in connection with closing Henderson Avenue.

We have checked this matter in the field and with Lane County and find that Lane County plans to immediately start construction of the county road. If the County expedites its work, it appears that we will not have to close Henderson Avenue until the county road can be used by traffic.

We will do our best to coordinate this thing so that you suffer as little inconvenience as is possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
F. D. Morgan
L. R. Chandler

PMT RSB 299 9-21 10 45

R L PORTER

HENDERSON AVENUE WILL BE KEPT OPEN DURING ALL OF OUR CONSTRUCTION OPERATIONS UNTIL LAST THING WHICH WILL BE MEDIAN RAIL AND R/W FENCE. THIS SHOULD GIVE COUNTY ABOUT 4 OR 5 WEEKS TO CONCLUDE THEIR CONNECTION. REF PAPE.

L W RULIEN
LF 03.:4

PAPE'

PAPE' BROS. INC.

HIGHWAY 99 SOUTH • P. O. BOX 407 • EUGENE, OREGON • DI 2-1234

- CATERPILLAR
- SKAGIT
- HYSTER

September 18, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

We have been informed by contractor, Roy Houck, Jr., that you are planningto have him sever Henderson Avenue where it connects with the new freeway system just South of the new Willamette River Bridge.

At the time the State was negotiating with us for the parcels of property required for the interchange we were informed that Henderson Avenue would not be severed until such time as the cloverleaf located on the southwest corner of our property was completed. This interchange, which now has the viaduct complete, has a connection with a proposed county road. To the best of our information Lane County has not started this connecting road and it would appear to us that if this county road is not built and Henderson Avenue is severed we would find our business in a very precarious position.

We call this matter to your attention from the standpoint that Mr. Williams promised us faithfully that Henderson would not be severed until the entire interchange system and county road were ready for use. We would like to be informed whether or not the information supplied us by Roy Houck is correct; however, we assume the statement made earlier to us by Mr. Williams still stands.

Very truly yours,

Dean Pape'

Dean Papé
President

NOTED
[illegible] PORTER

DP:1b

RECEIVED
SEP 19 1962
OREGON
STATE HIGHWAY COMMISSION

HEAVY EQUIPMENT SERVICE 23 YEARS IN WESTERN OREGON
EUGENE • ROSEBURG • COQUILLE

RECEIVED
SEP 14 1962
FOR FILING

5945

477 Cottage Street N.E.
Salem, Oregon

September 12, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-3(9)190
Judkins Point-Goshen Section, Contract #5945
Order for State Force Work No. 8
Seeding and Mulching

Reference is made to your letter dated August 31, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED
[illegible]

Original To Young
with attachment
9-14-62

Mr. Edgerton:

Can't see that we are concerned. Please advise.

HHP

We are not concerned DCE

Agreed. P.M.S.

NOTED
G. S. PAXSON

DALE FISCHER
P. O BOX 632
EUGENE, OREGON

21 August 1962

Pacific Power & Light Company
Public Service Building
Portland, Oregon

Attn: Chief Engineer

Gentlemen:

With reference to the new North-South transmission line you are building just east of the Pacific Highway or new Interstate No. 5 freeway, please be advised that I think you are, or will possibly create a drainage problem near the Judkins Point section of your new line.

To be more specific, the problem I refer to concerns the old millrace and now a drainage facility located just north of the Southern Pacific Railroad tracks and just east of the new freeway Willamette River Bridge. At the eastern boundary of the city of Eugene, you took an easement from a party by the name of Hays and this easement apparently overlaps this many year old drainage facility, which is now in jeopardy for reason that your plans have resulted in one or more transmission tower foundations being constructed in the old millrace ditch.

During the construction of one or more tower foundations, your contractor has pretty much eradicated the lower end of the ditch and unless something is done, I believe the ditch will cease to function as in the past, which will result in some serious flooding to the east, particularly on property I own east of the Hays property. It could also prove damaging to the Hays property.

During the construction of the freeway bridge over the Willamette River, we were somewhat bothered with a drainage problem. Because of this problem, I had Mr. Gene Schaudt, Western Engineering Consultants, 1445 Willamette, Eugene, run a course of levels to

Paxson

NOTED
G. S. PAXSON

determine the problem. As a result of his engineering, he can furnish you for me the necessary engineering data for you to check my allegation and perform any remedial work necessary.

The purpose of this letter is not to pick on a privately owned utility, but to call the matter to your attention before damage occurs with the coming of the rainy season.

You will note that copies of this letter are going to all interested parties and if you will have one of your engineers contact Mr. Schaudt of Western Engineering Consultants, he will supply you with the engineering data you will need to double check and correct if necessary. Please let me have an immediate answer to this letter for reason that I have some development plans in mind and I do not want to show some flooded property to a prospective customer. I am sure you appreciate my position and will give this matter immediate consideration.

Thanks again for your usual prompt attention.

Very truly yours,

Dale Fischer

RECEIVED
AUG 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

df/med

cc: Mr. Gene Schaudt
Western Engineering Consultants
1445 Willamette
Eugene, Oregon

Resident Engineer
Oregon State Highway
2191 15th Avenue East
Eugene, Oregon

Mr. Forest Cooper, Chf.Engr
Oregon State Highway Comm.
Salem, Oregon

RECEIVED
SEP 4 1962
FOR FILING

5945

August 31, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Forces Work No. 8, Account No. 224-234, covering seeding and mulching on the Judkins Pt.-Goshen Section of the Pacific Highway in Lane County, Contract No. 5945, in connection with Federal Aid Project No. I-5-3(9)190.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $8,320.00, with Federal participation of $7,488.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
AUG 21 1962
FOR FILING

5945

August 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7-Supplementary, covering slide correction on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Contract No. 5945, in connection with Federal-Aid Project No. I-5-3(9)190.

The original authorization for slide correction, approved by the BPR April 26, 1962, has proven to be inadequate. This order is to cover the estimated overrun of $3,267.12. The overrun is due, in part, to the sorting work necessary to get suitable materials for the rock backfill.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

9

RECEIVED
AUG 21 1962
FOR FILING

5945

August 21, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-Supplemental, covering resloping slide material and shooting for toe trench on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Contract No. 5945, in connection with Federal-Aid Project No. I-5-3(9)190.

Additional sliding has occurred adjacent to the work under the original order, approved by the BPR December 5, 1961. An estimated $9,828.80 is needed to complete the work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
10 1962
FOR FILE
I-5-3(9)190
5945

G K Attig

Booth Fischer Investment Co.
P. O. Box 632
EUGENE, OREGON

CONSTRUCTION DIVISION
RECEIVED
AUG 13 1962

10 August 1962

Lane County Commissioners
Lane County Court
Eugene, Oregon

Gentlemen:

It is quite apparent that the Pacific freeway job from Judkins Point to Goshen is rapidly nearing completion. Among other things, the contract calls for severing of Henderson Avenue's connection with the present highway, which will in effect materially reduce our access to the freeway.

The contract called for an overpass at Laurel Hill, which has been completed. Furthermore, the contract contemplated the construction of a road north from this overpass to the Judkins Road by some agency, and I think this agency is Lane County, if I am correctly advised.

In fact, you members of the Court should recall that I have had several discussions with you regarding the construction of this leg from the overpass to Judkins Road. As yet, I cannot understand if the County is doing anything about this. I am still waiting for the Lane County right-of-way procurement officer to visit me.

Fall and winter will soon be upon us. What action can we expect from the Lane County Court with reference to this needed access from Judkins Road south to the freeway overpass and interchange?

Very truly yours,

TO
Attig
Asst. Const. Engr.

NOTED

Dale Fischer

Dale Fischer

For your info. B.

cc Porter

df/med

P. S. - I expect an oiled surfaced road equal to Henderson Avenue.

RECEIVED
1962
FOR FILE
7 [illegible] 9 I 190
5 I I

477 Cottage Street, N.E.
Salem, Oregon

July 26, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-5-3(15)190, Judkins Point to
Goshen Section - Parcel 27743 (Gonyea)

Please refer to Right-of-Way Engineer W. T. Wright's letter of July 19, 1962 requesting approval to sell 650 square feet of land to a property owner in order to facilitate access to his remaining property. Approval for such action is granted subject to proper appraisal documentation and Federal participation in the appropriate pro-rata share of the sale. At the time the final right-of-way voucher is submitted for this project a revised right-of-way map should be submitted for our records.

original to Wright
7-30-62

NOTED
R. L. PORTER

Mr Cooper

RECEIVED
JUL 31 1962
FOR FILING
5915

FORM E-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 19, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

File No. 27743—Gonyea
Judkins Point-Goshen Section
Pacific Highway
Lane County

Dear Sir:

Recently our Construction Department discussed with you the matter of selling a small parcel of land at the Bloomberg Interchange on the Judkins Point - Goshen Section of the Pacific Freeway.

As a part of our right of way negotiations with the owner, a trade of lands was involved. Access was allowed at a point opposite the end of the Bloomberg overcrossing structure. This point of access is between the highway and the railroad track.

To utilize this approach, the owner must make a right angle turn as soon as he gets off the shoulder and must then follow a narrow approach down to his remaining property. The approach lies on a strip of land which is less than 30 feet wide.

The owner has now requested that he be allowed to purchase a small parcel through this narrow area so that he will have room enough for a proper roadway. Our construction will be able to be accommodated and still allow the sale of a small parcel to this owner.

It will, however, necessitate that the access control line be revised slightly; and since this is a part of the

NOTED
FORREST COOPER

Interstate system where Federal funds have been expended, your permission is requested for this sale.

A description of the property and sketch are attached.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

LWH:dd

Attachments

cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. L. I. Lindas

RECEIVED
JUL 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

9

RECEIVED
JUL 26 1962
FOR FILING

I-5-3(9)

5945

July 25, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering slide correction on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Contract No. 5945, in connection with Federal-Aid Project No. I-5-3(9)190.

Clearing outside of the normal limits will be required. Slopes will need to be reshaped and some areas aerated and compacted.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
[illegible] 1962

FORM E-30X—50M—6-61—36662

FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 17, 1962

To:

Mr. P.H. Zachary
Western Engineering Consultants
1445 Willamette Street
Eugene, Oregon

Subj: Judkins Point-Goshen Section
Pacific Highway
Lane County

Dear Sir:

In answer to your request to Mr. R.A. Pease by letter dated May 16th, I am sending herewith sheets No. 1 and 2 of the McVay Interchange on the subject section.

These plan sheets have been stamped "Preliminary Copy, Subject to Change" which is our practice on all material leaving this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Gerald K. Attig
Urban Engineer

NOTED
G. S. PAXSON

RECEIVED
MAY 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosure
DNS:jp

cc: G.S. Paxson
R.L. Porter

RECEIVED

FOR FILING

FORM CD-121
(9-22-59)

UNITED ST[illegible]ES GOVERNMENT

Memorandum

[illegible] DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 17, 1962

5115

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4DA Salem, Oregon

Copies To:
[illegible]
[illegible]
5-22-62

SUBJECT: Oregon Project I-5-3(9)190, Judkins Point-Goshen Section

Reference is made to Mr. Klaboe's April 9, 1962 letter and attached correspondence on the subject project relating to the question of whether the minimum wage rate provisions of the contract will apply to the operations of the Wildish Sand and Gravel Company.

Based on the contention of your representatives that Department of Labor officials previously had advised you that the minimum wage rate provisions must apply to operations in State-owned sources and after you had changed the ground rules removing the exclusive nature of the operation, our representatives indicated that all the Wildish Sand and Gravel Company activity except for removal operations in and hauling operations from the State-owned source could be classed as commercial.

We now have a decision from our Western Counsel which not only supports this decision but expands the exclusion to shovel runners and truck drivers removing materials from the Glass Bar. In other words, the entire operation of the Wildish Sand and Gravel Company may be classed as a commercial supplier. For your information, our Western Counsel's decision is quoted as follows:

"This will confirm our teletype of the 11th on the above subject involving the question of whether the minimum wage rate provisions of the contract will apply to removal and hauling of rock material from a State owned source to a crushing plant, to operations in the crushing of such material, and the hauling of the crushed material to the job site.

"According to the record, the State owned source of material was made available to the Contractor on this project, but he has the election of using such material or going elsewhere. It is also indicated that materials for other projects were also being removed from this pit, and some of it actually went into other than project use on a quantity exchange basis; that is, the crushing plant operator having some flexibility in control of the source of material and as a matter of fact blended other material with that from the State source in the ultimate product delivered to the job site.

(more)

"It also appears that the arrangement between the subcontractor, being a corporation, and the operator of the crushing plant, also a corporation, was for payment for the material on a cubic yard basis. * * * *

"The above chain of activity is that of a commercial supplier even though the material is obtained from a State pit, and accordingly would not come within the application of the minimum wage rates set forth in the contract pertaining to 'construction.' In like manner there would be no need to require the furnishing of copies of payrolls in reference thereto.

"This matter has been checked out with the San Francisco regional office of the Department of Labor, which is closely familiar with this type of situation in particular reference to the sand and gravel cases of several years ago."

RECEIVED
APR 26 1962
FOR FILING

5945

April 25,1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering rock backfill in slide area on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Contract No. 5945, in connection with Federal-aid Project No. I-5-3(9)190.

Correction of the slopes and benching are being done north of the McVay Interchange. It is necessary to stabilize the slopes to prevent further sliding. Approximately 9,100 cubic yards of rock inlay is estimated as needed for the stabilization.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
APR 18 1962
FOR FILING

5945

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

• PRA095 OD204

O LLD115 DH=OAKLAND CALIF 17= 1962 APR 17 PM 12 08
G S PAXTON STATE HIGHWAY ENGINEER=
SALEM ORG=

REFER YR MSG APRIL 13 ATTN SULLOWAY RE JUDKINS POINT - GOSHEN SECTION WE EXPECT TO RELOCATE OUR POLE LINE WHEN ALL MATERIALS ARRIVE AT DESTINATION ABOUT MAY FIRST=

W E CRIPPEN DIVISION SUPERPISOR OF LINES
WESTERN UNION TEL CO 125 12 ST OAKLAND
CALIFORNIA•

RECEIVED
APR 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Copy to Klaboe
4-18-62

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
[illegible] 1962
FOR FILING

5445

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Western Union Telegraph Company
125 12th Street
Oakland, California

Attention Mr. F. L. Sulloway

Adjustment of Western Union facilities Judkins Point-Goshen Section south of Eugene delaying our contractor's operations. You were requested to proceed by Mr. Baker's letter March 15. Advise when these facilities can be moved.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

RECEIVED
APR 10 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5945

April 9, 1962

Mr. C. G. Polk
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Judkins Point-Goshen Section
Contract No. 5945
Project No. I-5-3(9)190

Dear Mr. Polk:

Enclosed find copies of correspondence from L. A. Wildish and L. R. Chandler concerning the matter of subcontracting practice as it applies to this project. We believe that we have analyzed this correctly and that the crushing operation is, in fact, a commercial establishment. Under the circumstances, we are not requiring that the subcontract cover this phase of the work.

This matter has been discussed with Mr. Dec of your organization and we believe that he agrees with this analysis. If this is incorrect, please advise at an early date.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

encs.
FBK:bjh
cc: R. L. Porter ✓
L. R. Chandler

RECEIVED
APR 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
APR 9 1962

FOR FILING

[illegible]

5945

April 9, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the salvage and reinstallation of right-of-way fence on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Contract No. 5945, in connection with Federal-Aid Project No. I-5-3(9)190.

An excess parcel of land has been sold to the original owner. The excess is due to relocation of an interchange. It is now necessary to move the right-of-way fence to the revised right-of-way line. This has been verbally recommended for approval by the BPR Area Engineer.

No additional or special benefit will accrue to the landowner by reason of this order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED

FORM E-123-X 50M 6-61

COMMISSIONERS
M. R. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5945

March 23, 1962

Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Attention: Mr. R. H. Sallee

Re: Power Line Adjustment
Judkins Point-Goshen Section
Pacific Highway
Lane County
Project No. I-5-3(9)900

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project has been approved by the State and the Bureau of Public Roads as of December 29, 1961, on an emergency basis. You are hereby authorized to proceed with the work as of that date. This estimate has been approved as a lump sum agreement under the terms of PPM 30-4, paragraph 7-e(3). You will be paid the sum of $890.74 upon the completion of the work and the receipt of your bill in the lump sum amount forwarded through our Resident Engineer.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson
R. L. Porter
L. H. Young
C. H. Maison
L. R. Chandler
H. E. Mayfield
C. G. Polk

NOTED
G. S. PAXSON

RECEIVED
MAR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 1962
FOR FILING

5945

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1962

SUBJECT: Power Line Adjustment
Judkins Point-Goshen Section
Pacific Highway
Lane County
Project No. I-5-3(9)

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Enclosed are three (3) copies of the estimate submitted by the Pacific Power & Light Company for the adjustment of their facility on this project. Please prepare and submit a supplemental State Force Order for this work.

F. D. Morgan
Construction Engineer

By TW Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh
encs.

cc: G. S. Paxson

NOTED
G. S. PAXSON

MAR 2 3 1962

RECEIVED
MAR 23 1962
FOR FILE
5946

FORM CD-121
(9-22-59)

UNITED ST ES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 22, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

SUBJECT: Utility Adjustment
Pacific Power & Light Co.
Judkins Point-Goshen Section
Pacific Highway
Project No. I-5-3(9)190

We hereby approve the agreement evidenced by exchange of letters dated December 29, 1961 and March 15, 1962, between the State and Utility Company.

Authorization to proceed with the work is granted as of December 29, 1961, on an emergency basis. Reimbursement on a lump sum basis is approved subject to the provisions of PPM 30-4.

Copy To Young
MAR 23 1962

RECEIVED
MAR 22 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1962
FOR FILING

5945

March 20, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Judkins Point-Goshen Section
Pacific Highway
Lane County
Project No. I-5-3(9)190

Herewith are the following data covering adjustment of the Pacific Power & Light Company's power line, which is contacted on Bonneville Power Administration's poles, on the subject project:

1. Two copies of our Staff Attorney's letter which establishes the State's obligation to reimburse the Company and establishes an emergency.

2. Two copies of the Company's estimate for the work on lump sum basis.

3. Two copies of the sketch prepared by the Company showing the work to be done.

Your approval of the agreement as evidenced above is requested. This work was done in conjunction with the emergency work of Bonneville Power Administration approved in your letter of January 18, 1962, with authorization to proceed with the work as of December 29, 1961. It is requested that authorization for this work be made as of that date with reimbursement to be made on lump sum basis under the provisions of PPM 30-4.

Very truly yours,

Forrest Cooper
State Highway Engineer

By J. A. H.
For L. M. Young
Office Engineer

DBP:bb

RECEIVED
MAR 16 196

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

1946

March 15, 1962

Western Union Telegraph Company
125 - 12th Street
Oakland, California

Attention: Mr. F. L. Sulloway

Re: Telegraph Line Adjustment
Judkins Point-Goshen Section
Pacific Highway
Lane County
Project No. I-5-3(9)190

Gentlemen:

On October 16, 1961, we notified the Western Union Telegraph Company, 742 Market, San Francisco 2, California, Attention Mr. E. E. Bloz, that the estimate and sketch mp for the adjustment of the company's facilities on this project had been approved as of September 28, 1961. Please proceed with the work as soon as possible as the contractor desires to work in this area.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

FWS:bjh

cc: G. S. Paxson
R. L. Porter
L. R. Chandler
H. E. Mayfield

NOTED
G. S. PAXSON
MA
STATE

RECEIVED
MAR 16 1962
FOR FILING

J

5945

Salem, Oregon
March 7, 1962

File No. 30222
Judkins Point-Goshen Section
Pacific Highway
Clarice M. Judkins

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling are two fully executed copies of an Indenture between the State and Clarice M. Judkins covering property on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach: 2

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1962

SUBJECT: File No. 30222
Judkins Point-Goshen Section
Pacific Highway
Clarice M. Judkins

To:
Mr. Floyd Query
Secretary
OFFICE

Attached in triplicate is an Indenture between the State and Clarice M. Judkins. The sale of this property to Mrs. Judkins was approved under this file number on the Right of Way Resolution of January 19, 1962. The $1,500.00 was forwarded by this office to the Advance Deposit Fund on January 8.

The Indenture, as submitted, bears the approval of the Staff Attorney, Chief Counsel, Assistant State Highway Engineer and the signature of Clarice M. Judkins. When fully executed, please return the original and one executed copy to this office for further processing.

Earl F Saling
EARL F. SALING
Right of Way Office Manager

EFS:ko
Encl. Indenture
in triplicate

1-19-62 R/W Reso page 30
Floyd Query
Secretary

[illegible] 5945

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
MAR 6 1962

PROJECT REPORT NO.
I-5-3(9)190

FORM PR-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE Oregon

COUNTY Lane

PROJECT NO. I-5-3(9)190

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99, Eugene City Limits to Goshen
(Judkins Point - Goshen Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	3-11-58	---
RIGHTS-OF-WAY		
CONSTRUCTION	6-5-61	0.06
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,886,657	$ 1,734,000

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By R. L. Foster
Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

C G Polk

By: C. G. Polk
(Division Engineer)

Date executed by Division Engineer March 2, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

February 27, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a highway official for the Judkins Point-Goshen Section, Project No. I-5-3(9)190.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

January 17, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Judkins Point-Goshen Section, Project No. I-5-3(9)190.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(9)190

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 17, 1962

Type Code P.E.

Preliminary Engineering	All	Required		$ 26,000.00

Type Code 6201
Roadway (Sta. 207+50 to Sta. 371+70) (Contract 5945)

Clearing and Grubbing	All	Required		$ 95,000.00
Removal of Traffic Markers	All	Required (98%)		980.00
Drainage Excavation, Unclassified	840	cu.yds.	4.00	3,360.00
General Excavation, Unclassified	684,400	cu.yds.	0.65	444,860.00
Short Overhaul	2,665,000	yd.sta.	0.01	26,650.00
Long Overhaul	138,000	C-yd.sta.	0.40	55,200.00
Loading and Placing Topsoil	11,000	cu.yds.	1.00	11,000.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Rounding Cutbanks	7,300	lin.ft.	0.15	1,095.00
8-inch Corrugated Metal Pipe	126	lin.ft.	2.50	315.00
12-inch Corrugated Metal Pipe	400	lin.ft.	3.50	1,400.00
15-inch Corrugated Metal Pipe	170	lin.ft.	4.20	714.00
12-inch Sewer Pipe	44	lin.ft.	3.50	154.00
18-inch Sewer Pipe	270	lin.ft.	4.80	1,296.00
12-inch Concrete Pipe	890	lin.ft.	3.50	3,115.00
18-inch Concrete Pipe	800	lin.ft.	5.00	4,000.00
24-inch Concrete Pipe	70	lin.ft.	7.00	490.00
36-inch Concrete Pipe	170	lin.ft.	10.00	1,700.00
36-inch Concrete Pipe Extra Strength	644	lin.ft.	12.00	7,728.00
Extra for Pipe under Pavement	100	lin.ft.	10.00	1,000.00
Salvaging and Reinstalling Culvert Pipe	126	lin.ft.	5.00	630.00
12-inch Culvert End Sections	1	only	35.00	35.00
15-inch Culvert End Sections	6	only	40.00	240.00
18-inch Culvert End Sections	12	only	50.00	600.00
36-inch Culvert End Sections	4	only	200.00	800.00
Concrete Inlets, Type G	3	only	125.00	375.00
Concrete Inlets, Type G-2	3	only	125.00	375.00
Concrete Inlets, Type D	3	only	150.00	450.00
Concrete Manholes	2	only	350.00	700.00
Adjustment of Manholes	2	only	200.00	400.00
Reconstruction of Manholes	1	only	390.00	390.00
Concrete Curbs	24	cu.yds.	45.00	1,080.00
Class "A" Concrete in Box Culverts and Wall	286	cu.yds.	63.00	18,018.00
Metal Reinforcement in Box Culverts and Wall	39,500	lbs.	0.14	5,530.00

Class "A" Concrete in Collar	1 cu.yd.	$100.00	$	100.00
Metal Reinforcement in Collar	110 lbs.	0.20		22.00
1½-inch Galvanized Electrical Conduit	990 lin.ft.	1.50		1,485.00
1-inch Galvanized Steel Water Pipe	190 lin.ft.	2.50		475.00
Re-establishing Pump and Pump House	All Required			800.00
Metal Guard Rail	6,100 lin.ft.	2.30		14,030.00
Metal Median Barrier	17,750 lin.ft.	3.70		65,675.00
Type 2 Barricade	1,600 lin.ft.	5.00		8,000.00
Salvage and Reinstall Guard Rail	410 lin.ft.	2.00		820.00
Salvage and Reinstall Barricade	880 lin.ft.	2.00		1,760.00
Guard Rail-Salvaged Barricade	1,600 lin.ft.	1.10		1,760.00
Guide Posts, Type W-1	152 only	6.50		988.00
Guide Posts, Type Y-2	178 only	7.50		1,335.00
Guide Posts, Type Y-3	6 only	8.50		51.00
Type 2 Fence	2,240 rods	6.25		14,000.00
Rock Blanket	9,760 cu.yds.	2.50		24,400.00
Coarse Crushed Material in Base	132,400 tons	1.31		173,444.00
3/4" - 0 Material in Base	19,860 tons	1.41		28,002.60
Sprinkling	6,000 M-gal.	2.00		12,000.00
Preparation of Base	All Required			2,000.00
3/4" - 0 Material in Binder Course	580 cu.yds.	4.00		2,320.00
Furnishing and Placing Aggregates	1,140 cu.yds.	4.00		4,560.00
RC-3 Asphalt	92 tons	40.00		3,680.00
120-150 Asphalt	84 tons	36.00		3,024.00
RS-1 Asphalt	36 tons	42.00		1,512.00
Extra for Oiling Approaches	10 only	20.00		200.00
Asphaltic Concrete Mixture	31,720 tons	3.60		114,192.00
Asphalt in Mixture	1,746 tons	31.00		54,126.00
Asphaltic Concrete Traffic Markers	1,510 lin.ft.	0.70		1,057.00
Illumination Installation Removal, Complete	All Required			1,000.00
Structural Excavation (Walls)	50 cu.yds.	5.00		250.00
Class "A" Concrete (Walls) (15 cu.yds.)	All Required (0.7%)			952.00
Metal Reinforcement (Walls)(1,450 lbs.)	All Required (0.3%)			150.00
5-foot Chain-Link Fence	2,100 lin.ft.	4.00		8,400.00
			$1,246,210.60	
Flagging (57½% of Contractor's Cost)	All Required		$	15,000.00
Slide Correction	All Required			75,000.00
Signing (Temporary)	All Required			1,500.00
Seeding and Mulching	All Required			8,320.00
			$	99,820.00
Utility Work				
Work by Bonneville Power Adm.	All Required		$	13,200.00
Work by Western Union Co.	All Required			970.00
Work by Eugene Water and Electric Board	All Required			595.32
			$	14,765.32

Subtotal	$1,360,795.92
10% Engr. & Cont.	136,079.08
Total	$1,496,875.00

Length of Roadway - - - - - 3.117 Miles
Cost of Roadway Per Mile- - $480,229.38

Type Code Y007
Median Barrier (Sta. 371+90 thru equa. 388+12.67 = 45+40.73 to Sta. 51+00) (Contract 5945)

Removal of Traffic Markers	All Required (2%)		$	20.00
Concrete Islands	1 cu.yd.	$100.00		100.00
Metal Median Barrier	1,600 lin.ft.	3.70		5,920.00
	Subtotal		$	6,040.00
	10% Engr. & Cont.			604.00
	Total		$	6,644.00

Length of Median Barrier- - 0.413 Mile
Cost of Med. Barrier Per Mi. $16,566.58

Type Code X781
Judkins Point Interchange (Br. No. 8443)(Sta. L 224+50)(Contract 5945)

Shoring, Cribbing, etc.	All Required (25%)		$	5,000.00
Structural Excavation	300 cu.yds.	$5.00		1,500.00
Structural Excavation Below Elevation Shown	30 cu.yds.	15.00		450.00
Class "A" Concrete (482 cu.yds.)	All Required (23%)			31,280.00
60' - 65' Type III Prestressed Beams	10 only	1050.00		10,500.00
80' - 85' Type III Prestressed Beams	14 only	1400.00		19,600.00
Metal Reinforcement (81,400 lbs.)	All Required (19%)			9,500.00
Metal Parapet Railing	571 lin.ft.	5.00		2,855.00
8-inch Metal Drain Pipe	125 lin.ft.	3.00		375.00
			$	81,060.00

Type Code X220
McVay Access O'xing (Br. No. 8870)(Sta. 287+86.75 to Sta. 288+13.25)(Cont. 5945)

Shoring, Cribbing, etc.	All Required (25%)		$	5,000.00
Structural Excavation	1,240 cu.yds.	$5.00		6,200.00
Structural Excavation Below Elevation Shown	10 cu.yds.	15.00		150.00
Class "A" Concrete (460 cu.yds.)	All Required (21%)			28,560.00
Metal Reinforcement (100,100 lbs.)	All Required (23%)			11,500.00
Wall Drains	335 lin.ft.	5.00		1,675.00
			$	53,085.00

Type Code X731
McVay Interchange U'xing (Br. No. 8445)(Sta. 301+50)(Contract 5945)

Shoring, Cribbing, etc.	All Required (25%)		$	5,000.00
Structural Excavation	800 cu.yds.	$5.00		4,000.00
Structural Excavation Below Elevation Shown	50 cu.yds.	15.00		750.00
Furnish Treated Timber Piling	270 lin.ft.	1.40		378.00
Drive Timber Piles	9 only	75.00		675.00
Class "A" Concrete (847 cu.yds.)	All Required (40.3%)			54,808.00
Metal Reinforcement (184,190 lbs.)	All Required (42.7%)			21,350.00
Structural Steel (163,300 lbs.)	All Required			37,000.00
Metal Parapet Railing	730 lin.ft.	5.00		3,650.00
6-inch Standard Steel Pipe	55 lin.ft.	10.00		550.00
8-inch Metal Drain Pipe	70 lin.ft.	3.00		210.00
Preparation of Slopes	580 sq.yds.	1.00		580.00
Concrete Slab Riprap	580 sq.yds.	7.00		4,060.00
			$	133,011.00

Type Code X762
Bloomberg Road U'xing (Br. No. 8697)(Sta. 335+00)(Contract 5945)

Shoring, Cribbing, etc.	All Required (25%)		$	5,000.00
Structural Excavation	210 cu.yds.	$5.00		1,050.00
Structural Excavation Below Elevation Shown	20 cu.yds.	15.00		300.00
Furnish Steel Shells	420 lin.ft.	4.00		1,680.00
Drive Steel Shells	19 only	100.00		1,900.00
Class "A" Concrete (319 cu.yds.)	All Required (15%)			20,400.00
50' - 55' Type III Prestressed Beams	4 only	950.00		3,800.00
55' - 60' Type III Prestressed Beams	8 only	980.00		7,840.00
60' - 65' Type III Prestressed Beams	5 only	1050.00		5,250.00
Metal Reinforcement (67,000 lbs.)	All Required (15%)			7,500.00
8-inch Metal Drain Pipe	105 lin.ft.	3.00		315.00
Preparation of Slopes	310 sq.yds.	1.00		310.00
Concrete Slab Riprap	310 sq.yds.	7.00		2,170.00
			$	57,515.00
	Subtotal		$	324,671.00
	10% Engr. & Cont.			32,467.00
	Total		$	357,138.00

Length of 4 Structures - - - - 0.005 Mile
Length of 1 Structure- - - - - 0.055 Mile (Exception)*
Total Length of Structures - - 0.060 Mile

* Note: Length of RR O'xing included in median barrier mileage.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 26,000.00	$ 23,500.00	$ 2,500.00
Roadway	1,496,875.00	1,376,000.00	120,875.00
Median Barrier	6,644.00	6,000.00	644.00
Structures	357,138.00	328,500.00	28,638.00
	$1,886,657.00	$1,734,000.00	$152,657.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

JUDKINS POINT-GOSHEN SECTION

PROJECT NO. I-5-3(9)190

Estimated cost of work by the Western Union Telegraph Co.

Labor		$ 838.00
Materials		98.00
Equipment		30.00
Contingencies		10.00
		$ 976.00
	USE	$ 970.00

Estimated cost of work by the Eugene Water and Electric Board.

Material		$ 141.43
Labor		355.90
Equipment		28.73
Overhead		126.98
Salvage Credit		57.72 Cr.
	LUMP SUM	$ 595.32

Estimated cost of work by the Bonneville Power Administration.

Materials	$ 2,300.00
Land	2,000.00
Clearing	500.00
Construction	4,200.00
Removal	1,700.00
Overhead	2,500.00
Contingencies	1,000.00
Salvage Credit	1,000.00 Cr.
	$13,200.00

Oregon State Highway Department

Federal Aid
Project No. I-5-3(9)190

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 31, 1961

Type Code P.E.

Preliminary Engineering	All Required			$ 26,000.00

Type Code 6201
Roadway (Sta. 207+50 to Sta. 371+70)

Clearing and Grubbing	All	Required		$ 22,000.00
Removal of Traffic Markers	All	Required (98%)		784.00
Drainage Excavation, Unclassified	840	cu.yds.	$ 3.00	2,520.00
General Excavation, Unclassified	684,400	cu.yds.	0.67	458,548.00
Short Overhaul	2,665,000	yd.stas.	0.01	26,650.00
Long Overhaul	138,000	C-yd.stas.	0.35	48,300.00
Loading and Placing Topsoil	11,000	cu.yds.	1.50	16,500.00
Finishing Roadbed and Slopes	All	Required		6,244.00
Rounding Cutbanks	7,300	lin.ft.	0.15	1,095.00
8-inch Corrugated Metal Pipe	126	lin.ft.	2.00	252.00
12-inch Corrugated Metal Pipe	400	lin.ft.	3.75	1,500.00
15-inch Corrugated Metal Pipe	170	lin.ft.	4.25	722.50
12-inch Sewer Pipe	44	lin.ft.	2.50	110.00
18-inch Sewer Pipe	270	lin.ft.	3.75	1,012.50
12-inch Concrete Pipe	890	lin.ft.	2.50	2,225.00
18-inch Concrete Pipe	800	lin.ft.	4.50	3,600.00
24-inch Concrete Pipe	70	lin.ft.	6.00	420.00
36-inch Concrete Pipe	170	lin.ft.	7.50	1,275.00
36-inch Concrete Pipe Extra Strength	644	lin.ft.	10.50	6,762.00
Extra for Pipe Under Pavement	100	lin.ft.	3.00	300.00
Salvaging and Reinstalling Culvert Pipe	126	lin.ft.	3.00	378.00
12-inch Culvert End Sections	1	only	27.50	27.50
15-inch Culvert End Sections	6	only	35.00	210.00
18-inch Culvert End Sections	12	only	40.00	480.00
36-inch Culvert End Sections	4	only	120.00	480.00
Concrete Inlets, Type G	3	only	90.00	270.00
Concrete Inlets, Type G-2	3	only	95.00	285.00
Concrete Inlets, Type D	3	only	95.00	285.00
Concrete Manholes	2	only	300.00	600.00
Adjustment of Manholes	2	only	50.00	100.00
Reconstruction of Manholes	1	only	250.00	250.00
Concrete Curbs	24	cu.yds.	45.00	1,080.00
Class "A" Concrete in Box Culverts and Wall	286	cu.yds.	47.50	13,585.00
Metal Reinforcement in Box Culverts and Wall	39,500	lbs.	0.14	5,530.00

Class "A" Concrete in Collar	1 cu.yd.	$100.00	$ 100.00
Metal Reinforcement in Collar	110 lbs.	0.16	17.60
1½-inch Galvanized Electrical Conduit	990 lin.ft.	1.75	1,732.50
1-inch Galvanized Steel Water Pipe	190 lin.ft.	1.50	285.00
Re-establishing Pump and Pump House	All Required		1,250.00
Metal Guard Rail	6,100 lin.ft.	2.35	14,335.00
Metal Median Barrier	17,750 lin.ft.	3.90	69,225.00
Type 2 Barricade	1,600 lin.ft.	4.50	7,200.00
Salvage and Reinstall Guard Rail	410 lin.ft.	1.50	615.00
Salvage and Reinstall Barricade	880 lin.ft.	1.50	1,320.00
Guard Rail - Salvaged Barricade	1,600 lin.ft.	1.50	2,400.00
Guide Posts, Type W-1	152 only	6.75	1,026.00
Guide Posts, Type Y-2	178 only	7.75	1,379.50
Guide Posts, Type Y-3	6 only	8.50	51.00
Type 2 Fence	2,240 rods	6.00	13,440.00
Rock Blanket	9,760 cu.yds.	4.50	43,920.00
Coarse Crushed Material in Base	132,400 tons	1.10	145,640.00
3/4" - 0 Material in Base	19,860 tons	1.20	23,832.00
Sprinkling	6,000 M-gals.	3.00	18,000.00
Preparation of Base	All Required		2,000.00
3/4" - 0 Material in Binder Course	580 cu.yds.	3.50	2,030.00
Furnishing and Placing Aggregates	1,140 cu.yds.	3.50	3,990.00
RC-3 Asphalt	92 tons	45.00	4,140.00
120-150 Asphalt	84 tons	43.00	3,612.00
RS-1 Asphalt	36 tons	45.00	1,620.00
Extra for Oiling Approaches	10 only	30.00	300.00
Asphaltic Concrete Mixture	31,720 tons	3.50	111,020.00
Asphalt in Mixture	1,746 tons	38.00	66,348.00
Asphaltic Concrete Traffic Markers	1,510 lin.ft.	0.75	1,132.50
Illumination Installation Removal Complete	All Required		300.00
			$1,166,641.60
Flagging (57½% of Contractor's Cost)	All Required		$ 15,000.00
Slide Area Compaction	All Required		1,000.00
Signing (Temporary)	All Required		1,500.00
Seeding and Mulching	All Required		8,320.00
			$ 25,820.00
Utilities Work			
Work by Western Union Co.	All Required		$ 4,700.00
Work by Pacific Tel. & Tel. Co.	All Required		2,000.00
	Subtotal		$1,199,161.60
	10% Engr. & Cont.		119,915.40
	Total		$1,319,077.00

Length of Roadway - - - - - - - - - 3.117 Miles
Cost of Roadway Per Mile- - - - - $423,188.00

Type Code Y007
Median Barrier (Sta. 371+90 Thru Equa. 388+12.67=45+40.73 to Sta. 51+00)

Removal of Traffic Markers	All Required (2%)		$ 16.00
Concrete Islands	1 cu.yds.	$ 45.00	45.00
Metal Median Barrier	1,600 lin.ft.	3.90	6,240.00
	Subtotal		$ 6,301.00
	10% Engr. & Cont.		630.00
	Total		$ 6,931.00

Length of Median Barrier - - - - - - - - - 0.413 Mile
Cost of Median Barrier Per Mile - - - - $16,782.08

Type Code X781
Judkins Point Interchange (Br. #8443)(Sta. L 244+50)

Shoring, Cribbing, Etc.	All Required (25%)		$ 3,750.00
Structural Excavation	300 cu.yds.	$ 5.00	1,500.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Class "A" Concrete (482 cu.yds. at $68.00)	All Required (23%)		32,776.00
60'-65' Type III Prestressed Beams	10 only	1,150.00	11,500.00
80'-85' Type III Prestressed Beams	14 only	1,400.00	19,600.00
Metal Reinforcement (81,400 lbs. at $0.13)	All Required (19%)		10,582.00
Metal Parapet Railing	571 lin.ft.	7.00	3,997.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
			$ 84,505.00

Type Code X220
McVay Access O'xing (Br. #8870)(Sta. 287+86.75 to Sta. 288+13.25)

Shoring, Cribbing, Etc.	All Required (25%)		$ 3,750.00
Structural Excavation	1,240 cu.yds.	$ 5.00	6,200.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Class "A" Concrete (460 cu.yds. at $68.00)	All Required (21%)		31,280.00
Metal Reinforcement (100,100 lbs. at $0.13)	All Required (23%)		13,013.00
Wall Drains	335 lin.ft.	5.00	1,675.00
			$ 56,018.00

Type Code X731
McVay Interchange U'xing (Br. #8445)(Sta. 301+50)

Shoring, Cribbing, Etc.	All Required (25%)		$ 3,750.00
Structural Excavation	850 cu.yds.	$ 5.00	4,250.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish Treated Timber Piling	270 lin.ft.	1.40	378.00
Drive Timber Piles	9 only	70.00	630.00

Class "A" Concrete (862 cu.yds. at $68.00)	All Required (41%)		$ 58,616.00
Metal Reinforcement (185,600 lbs. at $0.13)	All Required (43%)		24,128.00
Structural Steel (163,300 lbs. at $0.25)	All Required		39,192.00
Metal Parapet Railing	730 lin.ft.	$ 7.00	5,110.00
6-inch Standard Steel Pipe	55 lin.ft.	11.00	605.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
Preparation of Slopes	580 sq.yds.	1.00	580.00
Concrete Slab Riprap	580 sq.yds.	8.00	4,640.00
			$142,659.00

Type Code X781
Bloomberg Road O'xing (Br. #8697)(Sta. 335+00)

Shoring, Cribbing, Etc.	All Required (25%)		$ 3,750.00
Structural Excavation	210 cu.yds.	$ 5.00	1,050.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Furnish Steel Shells	420 lin.ft.	4.00	1,680.00
Drive Steel Shells	19 only	60.00	1,140.00
Class "A" Concrete (319 cu.yds. at $68.00)	All Required (15%)		21,692.00
50'-55' Type III Prestressed Beams	4 only	1,000.00	4,000.00
55'-60' Type III Prestressed Beams	8 only	1,050.00	8,400.00
60'-65' Type III Prestressed Beams	5 only	1,150.00	5,750.00
Metal Reinforcement (67,000 lbs. at $0.13)	All Required (15%)		8,710.00
8-inch Metal Drain Pipe	105 lin.ft.	4.00	420.00
Preparation of Slopes	310 sq.yds.	1.00	310.00
Concrete Slab Riprap	310 sq.yds.	8.00	2,480.00
			$ 59,582.00
	Subtotal		$342,764.00
	10% Engr. & Cont.		34,276.00
	Total		$377,040.00

Length of 4 Structures - - - - - - 0.005 Mile
Length of 1 Structure - - - - - - 0.055 Mile (Exception)*
Total Length Structures - - - - - 0.060 Mile

*Note: Length of RR O'xing included in median barrier mileage.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 26,000.00	$ 23,500.00	$ 2,500.00
Roadway	1,319,077.00	1,211,200.00	107,877.00
Median Barrier	6,931.00	6,300.00	631.00
Structures	377,040.00	346,000.00	31,040.00
	$1,729,048.00	$1,587,000.00	$142,048.00

JUDKINS POINT-GOSHEN SECTION

PROJECT NO. I-5-3(9)190

Prestressed Beam Quantities

50'-55' Beams

Overhead				$ 149.92
Class "AA" Concrete	8.2	cu.yds.	$50.00	410.00
Metal Reinforcement	1,033	lbs.	0.125	129.13
Prestressed Steel	691	lbs.	0.45	310.95
				$1,000.00

55'-60' Beams

Overhead				$ 138.87
Class "AA" Concrete	8.6	cu.yds.	$50.00	430.00
Metal Reinforcement	1,095	lbs.	0.125	136.88
Prestressed Steel	765	lbs.	0.45	344.25
				$1,050.00

60'-65' Beams

Overhead				$ 141.05
Class "AA" Concrete	9.7	cu.yds.	$50.00	485.00
Metal Reinforcement	1,074	lbs.	0.125	134.25
Prestressed Steel	866	lbs.	0.45	389.70
				$1,150.00

80'-85' Beams

Overhead				$ 128.22
Class "AA" Concrete	12.8	cu.yds.	$45.00	576.00
Metal Reinforcement	1,275	lbs.	0.125	159.38
Prestressed Steel	1,341	lbs.	0.40	536.40
				$1,400.00

Oregon State Highway Department

Federal Aid
Project No. I-5-3(9)190

JUDKINS POINT-GOSHEN SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 12, 1961

Type Code P.E.

Preliminary Engineering	All	Required		$ 26,000.00

Type Code 6201
Roadway (Sta. 207+50 to Sta. 371+70)

Clearing and Grubbing	All	Required		$ 22,000.00
Removal of Traffic Markers	All	Required (98%)		784.00
Drainage Excavation, Unclassified	840	cu.yds.	$ 3.00	2,520.00
General Excavation, Unclassified	684,400	cu.yds.	0.67	458,548.00
Short Overhaul	2,665,000	yd.stas.	0.01	26,650.00
Long Overhaul	138,000	C-yd.stas.	0.35	48,300.00
Loading and Placing Topsoil	11,000	cu.yds.	1.50	16,500.00
Finishing Roadbed and Slopes	All	Required		6,244.00
Rounding Cutbanks	7,300	lin.ft.	0.15	1,095.00
8-inch Corrugated Metal Pipe	126	lin.ft.	2.00	252.00
12-inch Corrugated Metal Pipe	400	lin.ft.	3.75	1,500.00
15-inch Corrugated Metal Pipe	170	lin.ft.	4.25	722.50
12-inch Sewer Pipe	44	lin.ft.	2.50	110.00
18-inch Sewer Pipe	270	lin.ft.	3.75	1,012.50
12-inch Concrete Pipe	890	lin.ft.	2.50	2,225.00
18-inch Concrete Pipe	800	lin.ft.	4.50	3,600.00
24-inch Concrete Pipe	70	lin.ft.	6.00	420.00
36-inch Concrete Pipe	170	lin.ft.	7.50	1,275.00
36-inch Concrete Pipe, Extra Strength	644	lin.ft.	10.50	6,762.00
Extra for Pipe Under Pavement	100	lin.ft.	3.00	300.00
Salvaging and Reinstalling Culvert Pipe	126	lin.ft.	3.00	378.00
12-inch Culvert End Sections	1	only	27.50	27.50
15-inch Culvert End Sections	6	only	35.00	210.00
18-inch Culvert End Sections	12	only	40.00	480.00
36-inch Culvert End Sections	4	only	120.00	480.00
Concrete Inlets, Type "G"	3	only	90.00	270.00
Concrete Inlets, Type "G-2"	3	only	95.00	285.00
Concrete Inlets, Type "D"	3	only	95.00	285.00
Concrete Manholes	2	only	300.00	600.00
Adjustment of Manholes	2	only	50.00	100.00
Reconstruction of Manholes	1	only	250.00	250.00
Concrete Curbs	24	cu.yds.	45.00	1,080.00

Class "A" Concrete in Box Culverts and Wall	286 cu.yds.	$47.50	$ 13,585.00
Metal Reinforcement in Box Culverts and Wall	39,500 lbs.	0.14	5,530.00
Class "A" Concrete in Collar	1 cu.yd.	100.00	100.00
Metal Reinforcement in Collar	110 lbs.	0.16	17.60
1½-inch Galvanized Electrical Conduit	990 lin.ft.	1.75	1,732.50
1-inch Galvanized Steel Water Pipe	190 lin.ft.	1.50	285.00
Re-establishing Pump and Pump House	All Required		1,250.00
Metal Guard Rail	6,100 lin.ft.	2.35	14,335.00
Metal Median Barrier	17,750 lin.ft.	3.90	69,225.00
Type 2 Barricade	1,600 lin.ft.	4.50	7,200.00
Salvage and Reinstall Guard Rail	410 lin.ft.	1.50	615.00
Salvage and Reinstall Barricade	880 lin.ft.	1.50	1,320.00
Guard Rail - Salvaged Barricade	1,600 lin.ft.	1.50	2,400.00
Guide Posts, Type W-1	152 only	6.75	1,026.00
Guide Posts, Type Y-2	178 only	7.75	1,379.50
Guide Posts, Type Y-3	6 only	8.50	51.0
Type 2 Fence	2,240 rods	6.00	13,440.00
Rock Blanket	9,760 cu.yds.	4.50	43,920.00
Coarse Crushed Material in Base	132,400 tons	1.10	145,640.00
3/4" - 0 Material in Base	19,860 tons	1.20	23,832.00
Sprinkling	6,000 M-gals.	3.00	18,000.00
Preparation of Base	All Required		2,000.00
3/4" - 0 Material in Binder Course	580 cu.yds.	3.50	2,030.00
Furnishing and Placing Aggregates	1,140 cu.yds.	3.50	3,990.00
RC-3 Asphalt	92 tons	45.00	4,140.00
120-150 Asphalt	84 tons	43.00	3,612.00
RS-1 Asphalt	36 tons	45.00	1,620.00
Extra for Oiling Approaches	10 only	30.00	300.00
Asphaltic Concrete Mixture	31,720 tons	3.50	111,020.00
Asphalt in Mixture	1,746 tons	38.00	66,348.00
Asphaltic Concrete Traffic Markers	1,510 lin.ft.	0.75	1,132.50
Illumination Installation Removal Complete	All Required		300.00
Structural Excavation (Walls)	50 cu.yds.	5.00	250.00
Class "A" Concrete (Walls)(15 cu.yds. at $68.00)	All Required	(0.007)	1,020.00
Metal Reinforcement (Walls)(1,450 lbs. at $0.13)	All Required	(0.003)	188.50
5-foot Chain Link Fence	2,100 lin.ft.	1.75	3,675.00
			$1,171,775.10
Flagging (57½% of Contractor's Cost)	All Required		$ 15,000.00
Slide Correction	All Required		75,000.00
Signing (Temporary)	All Required		1,500.00
Seeding and Mulching	All Required		8,320.00
			$ 99,820.00

Utility Work

Work by Western Union Co.			$ 4,700.00
Work by Pacific Tel. & Tel. Co.			2,000.00
			$ 6,700.00
	Subtotal		$1,278,295.10
	10% Engr. & Cont.		127,828.90
		Total	$1,406,124.00

Length of Roadway - - - - - - - - - 3.117 Miles
Cost of Roadway Per Mile- - - - - $451,114.52

Type Code Y007
Median Barrier (Sta. 371+90 Thru Equa. 388+12.67=45+40.73 to Sta. 51+00)

Removal of Traffic Markers	All Required (2%)		$ 16.00
Concrete Islands	1 cu.yd.	$45.00	45.00
Metal Median Barrier	1,600 lin.ft.	3.90	6,240.00
	Subtotal		$ 6,301.00
	10% Engr. & Cont.		630.00
	Total		$ 6,931.00

Length of Median Barrier - - - - - - - - - 0.413 Mile
Cost of Median Barrier Per Mile- - - - - $16,782.08

Type Code X781
Judkins Point Interchange (Br. #8443)(Sta. L 224+50)

Shoring, Cribbing, Etc.	All Required (25%)		$ 3,750.00
Structural Excavation	300 cu.yds.	$ 5.00	1,500.00
Structural Excavation Below Elevation Shown	30 cu.yds.	10.00	300.00
Class "A" Concrete (482 cu.yds. at $68.00)	All Required (23%)		32,776.00
60'-65' Type III Prestressed Beams	10 only	1,150.00	11,500.00
80'-85' Type III Prestressed Beams	14 only	1,400.00	19,600.00
Metal Reinforcement (81,400 lbs. at $0.13)	All Required (19%)		10,582.00
Metal Parapet Railing	571 lin.ft.	7.00	3,997.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
			$ 84,505.00

Type Code X220
McVay Access O'xing (Br. #8870)(Sta. 287+86.75 to Sta. 288+13.25)

Shoring, Cribbing, Etc.	All	Required (25%)		$ 3,750.00
Structural Excavation	1,240	cu.yds.	$ 5.00	6,200.00
Structural Excavation Below Elevation Shown	10	cu.yds.	10.00	100.00
Class "A" Concrete (460 cu.yds. at $68.00)	All	Required (21%)		31,280.00
Metal Reinforcement (100,100 lbs. at $0.13)	All	Required (23%)		13,013.00
Wall Drains	335	lin.ft.		1,675.00
				$ 56,018.00

Type Code X731
McVay Interchange U'xing (Br. #8445)(Sta. 301+50)

Shoring, Cribbing, Etc.	All	Required (25%)		$ 3,750.00
Structural Excavation	800	cu.yds.	$ 5.00	4,000.00
Structural Excavation Below Elevation Shown	50	cu.yds.	10.00	500.00
Furnish Treated Timber Piling	270	lin.ft.	1.40	378.00
Drive Timber Piles	9	only	70.00	630.00
Class "A" Concrete (847 cu.yds. at $68.00)	All	Required (40.993%)		57,596.00
Metal Reinforcement (184,150 lbs. at $0.13)	All	Required (42.997%)		23,939.50
Structural Steel (163,300 lbs. at $0.25)	All	Required		39,192.00
Metal Parapet Railing	730	lin.ft.	7.00	5,110.00
6-inch Standard Steel Pipe	55	lin.ft.	11.00	605.00
8-inch Metal Drain Pipe	70	lin.ft.	4.00	280.00
Preparation of Slopes	580	sq.yds.	1.00	580.00
Concrete Slab Riprap	580	sq.yds.	8.00	4,640.00
				$ 141,200.50

Type Code X781
Bloomberg Road U'xing (Br. #8697)(Sta. 335+00)

Shoring, Cribbing, Etc.	All	Required (25%)		$ 3,750.00
Structural Excavation	210	cu.yds.	$ 5.00	1,050.00
Structural Excavation Below Elevation Shown	20	cu.yds.	10.00	200.00
Furnish Steel Shells	19	only	60.00	1,140.00
Class "A" Concrete (319 cu.yds. at $68.00)	All	Required (15%)		21,692.00
50'-55' Type III Prestressed Beams	4	only	1,000.00	4,000.00
55'-60' Type III Prestressed Beams	8	only	1,050.00	8,400.00
60'-65' Type III Prestressed Beams	5	only	1,150.00	5,750.00

Metal Reinforcement (67,000 lbs. at $0.13)	All Required (15%)		$ 8,710.00
8-inch Metal Drain Pipe	105 lin.ft.	$ 4.00	420.00
Preparation of Slopes	310 sq.yds.	1.00	310.00
Concrete Slab Riprap	310 sq.yds.	8.00	2,480.00
			$ 59,582.00
	Subtotal		$ 341,305.50
	10% Engr. & Cont.		34,130.50
			$ 375,436.00

Length of 4 Structures - - - - - - - - 0.005 Mile
Length of 1 Structure- - - - - - - - - 0.055 Mile (Exception)*
Total Length Structures- - - - - - - 0.060 Mile

*Note: Length of RR O'xing included in median barrier mileage.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 26,000.00	$ 23,500.00	$ 2,500.00
Roadway	1,406,124.00	1,292,200.00	113,924.00
Median Barrier	6,931.00	6,300.00	631.00
Structures	375,436.00	345,000.00	30,436.00
	$1,814,491.00	$1,667,000.00	$ 147,491.00

JUDKINS POINT-GOSHEN SECTION

PROJECT NO. I-5-3(9)190

Prestressed Beam Quantities

50'-55' Beams

Overhead			$ 149.92
Class "AA" Concrete	8.2 cu.yds.	$50.00	410.00
Metal Reinforcement	1,033 lbs.	0.125	129.13
Prestressed Steel	691 lbs.	0.45	310.95
			$1,000.00

55'-60' Beams

Overhead			$ 138.87
Class "AA" Concrete	8.6 cu.yds.	$50.00	430.00
Metal Reinforcement	1,095 lbs.	0.125	136.88
Prestressed Steel	765 lbs.	0.45	344.25
			$1,050.00

60'-65' Beams

Overhead			$ 141.05
Class "AA" Concrete	9.7 cu.yds.	$50.00	485.00
Metal Reinforcement	1.074 lbs.	.125	134.25
Prestressed Steel	866 lbs.	0.45	389.70
			$1,150.00

80'-85' Beams

Overhead			$ 128.22
Class "AA" Concrete	12.8 cu.yds.	$45.00	576.00
Metal Reinforcement	1,275 lbs	0.125	159.38
Prestressed Steel	1,341 lbs.	0.40	536.40
			$1,400.00

Oregon State Highway Department

Federal Aid
Project No. I-5-3(9)190

JUDKINS POINT-GOSHEN SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications, revised to include additional Utility work. Not as a basis for project agreement.)

Salem, Oregon, June 23, 1961

Type Code P.E.

Preliminary Engineering	All	Required		$ 26,000.00

Type Code 6201
Roadway (Sta. 207+50 to Sta. 371+70)

Clearing and Grubbing	All	Required		$ 22,000.00
Removal of Traffic Markers	All	Required (98%)		784.00
Drainage Excavation, Unclassified	840	cu.yds.	$ 3.00	2,520.00
General Excavation, Unclassified	684,400	cu.yds.	0.67	458,548.00
Short Overhaul	2,665,000	yd.stas.	0.01	26,650.00
Long Overhaul	138,000	C-yd.stas.	0.35	48,300.00
Loading and Placing Topsoil	11,000	cu.yds.	1.50	16,500.00
Finishing Roadbed and Slopes	All	Required		6,244.00
Rounding Cutbanks	7,300	lin.ft.	0.15	1,095.00
8-inch Corrugated Metal Pipe	126	lin.ft.	2.00	252.00
12-inch Corrugated Metal Pipe	400	lin.ft.	3.75	1,500.00
15-inch Corrugated Metal Pipe	170	lin.ft.	4.25	722.50
12-inch Sewer Pipe	44	lin.ft.	2.50	110.00
18-inch Sewer Pipe	270	lin.ft.	3.75	1,012.50
12-inch Concrete Pipe	890	lin.ft.	2.50	2,225.00
18-inch Concrete Pipe	800	lin.ft.	4.50	3,600.00
24-inch Concrete Pipe	70	lin.ft.	6.00	420.00
36-inch Concrete Pipe	170	lin.ft.	7.50	1,275.00
36-inch Concrete Pipe Extra Strength	644	lin.ft.	10.50	6,762.00
Extra for Pipe Under Pavement	100	lin.ft.	3.00	300.00
Salvaging and Reinstalling Culvert Pipe	126	lin.ft.	3.00	378.00
12-inch Culvert End Sections	1	only	27.50	27.50
15-inch Culvert End Sections	6	only	35.00	210.00
18-inch Culvert End Sections	12	only	40.00	480.00
36-inch Culvert End Sections	4	only	120.00	480.00
Concrete Inlets, Type G	3	only	90.00	270.00
Concrete Inlets, Type G-2	3	only	95.00	285.00
Concrete Inlets, Type D	3	only	95.00	285.00
Concrete Manholes	2	only	300.00	600.00
Adjustment of Manholes	2	only	50.00	100.00
Reconstruction of Manholes	1	only	250.00	250.00
Concrete Curbs	24	cu.yds.	45.00	1,080.00
Class "A" Concrete in Box Culverts and Wall	286	cu.yds.	47.50	13,585.00
Metal Reinforcement in Box Culverts and Wall	39,500	lbs.	0.14	5,530.00
Class "A" Concrete in Collar	1	cu.yds.	100.00	100.00
Metal Reinforcement in Collar	110	lbs.	0.16	17.60

1½-inch Galvanised Electrical Conduit	990	lin.ft.	$ 1.75	$ 1,732.50
1-inch Galvanised Steel Water Pipe	190	lin.ft.	1.50	285.00
Re-establishing Pump and Pump House	All	Required		1,250.00
Metal Guard Rail	6,100	lin.ft.	2.35	14,335.00
Metal Median Barrier	17,750	lin.ft.	3.90	69,225.00
Type 2 Barricade	1,600	lin.ft.	4.50	7,200.00
Salvage and Reinstall Guard Rail	410	lin.ft.	1.50	615.00
Salvage and Reinstall Barricade	880	lin.ft.	1.50	1,320.00
Guard Rail-Salvaged Barricade	1,600	lin.ft.	1.50	2,400.00
Guide Posts, Type W-1	152	only	6.75	1,026.00
Guide Posts, Type Y-2	178	only	7.75	1,379.50
Guide Posts, Type Y-3	6	only	8.50	51.00
Type 2 Fence	2,240	rods	6.00	13,440.00
Rock Blanket	9,760	cu.yds.	4.50	43,920.00
Course Crushed Material in Base	132,400	tons	1.10	145,640.00
3/4" - 0 Material in Base	19,860	tons	1.20	23,832.00
Sprinkling	6,000	M-gals.	3.00	18,000.00
Preparation of Base	All	Required		2,000.00
3/4" - 0 Material in Binder Course	580	cu.yds.	3.50	2,030.00
Furnishing and Placing Aggregates	1,140	cu.yds.	3.50	3,990.00
RC-3 Asphalt	92	tons	45.00	4,140.00
120-150 Asphalt	84	tons	43.00	3,612.00
RS-1 Asphalt	36	tons	45.00	1,620.00
Extra For Oiling Approaches	10	only	30.00	300.00
Asphaltic Concrete Mixture	31,720	tons	3.50	111,020.00
Asphalt in Mixture	1,746	tons	38.00	66,348.00
Asphaltic Concrete Traffic Markers	1,510	lin.ft.	0.75	1,132.50
Illumination Installation Removal Complete	All	Required		300.00
Structural Excavation (Walls)	50	cu.yds.	5.00	250.00
Class "A" Concrete (Walls)(15 cu.yds. at $68.00)	All	Required	(0.007)	1,020.00
Metal Reinforcement (Walls)(1,450 lbs. at $0.13)	All	Required	(0.003)	188.50
5-foot Chain Link Fence	2,100	lin.ft.	1.75	3,675.00
				$1,171,775.10
Flagging (57½% of Contractor's Cost)	All	Required		15,000.00
Slide Correction	All	Required		75,000.00
Signing (Temporary)	All	Required		1,500.00
Seeding and Mulching	All	Required		8,320.00
				$ 99,820.00
Utility Work				
Work by Western Union Co.	All	Required		$ 4,700.00
Work by Pacific Tel. & Tel. Co.	All	Required		2,000.00
Work by Eugene Water & Electric Board	All	Required		7,100.00
				$ 13,800.00

	Subtotal			$1,285,395.10
	10% Engr. & Cont.			128,538.90
	Total			$1,413,934.00

Length of Roadway - - - - - - - - - - - - 3.117 Miles
Cost of Roadway Per Mile- - - - - - - - $453,620.14

Type Code Y007
Median Barrier (Sta. 371+90 thru Equa. 388+12.67=45+40.73 to Sta. 51+00)

Removal of Traffic Markers	All	Required (2%)		$ 16.00
Concrete Islands	1	cu.yds.	$ 45.00	45.00
Metal Median Barrier	1,600	lin.ft.	3.90	6,240.00
	Subtotal			$ 6,301.00
	10% Engr. & Cont.			630.00
	Total			$ 6,931.00

Length of Median Barrier - - - - - - - -0.413 Mile
Cost of Median Barrier Per Mile- - - -$16,782.08

Type Code X781
Judkins Point Interchange (Br. #8443)(Sta. L 224+50)

Shoring, Cribbing, Etc.	All	Required (25%)		$ 3,750.00
Structural Excavation	300	cu.yds.	$ 5.00	1,500.00
Structural Excavation Below Elevation Shown	30	cu.yds.	10.00	300.00
Class "A" Concrete (482 cu.yds. at $68.00)	All	Required (23%)		32,776.00
60'-65' Type III Prestressed Beams	10	only	1,150.00	11,500.00
80'-85' Type III Prestressed Beams	14	only	1,400.00	19,600.00
Metal Reinforcement (81,400 lbs. at $0.13)	All	Required (19%)		10,582.00
Metal Parapet Railing	571	lin.ft.	7.00	3,997.00
8-inch Metal Drain Pipe	125	lin.ft.	4.00	500.00
				$ 84,505.00

Type Code X220
McVay Access O'xing (Br. #8870)(Sta. 287+86.75 to Sta. 288+13.25)

Shoring, Cribbing, Etc.	All	Required (25%)		$ 3,750.00
Structural Excavation	1,240	cu.yds.	$ 5.00	6,200.00
Structural Excavation Below Elevation Shown	10	cu.yds.	10.00	100.00
Class "A" Concrete (460 cu.yds. at $68.00)	All	Required (21%)		31,280.00
Metal Reinforcement (100,100 lbs. at $0.13)	All	Required (23%)		13,013.00
Wall Drains	335	lin.ft.	5.00	1,675.00
				$ 56,018.00

Type Code X731
McVay Interchange U'xing (Br. #8445)(Sta. 301+50)

Shoring, Cribbing, Etc.	All Required (25%)		$ 3,750.00
Structural Excavation	800 cu.yds.	$ 5.00	4,000.00
Structural Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Furnish Treated Timber Piling	270 lin.ft.	1.40	378.00
Drive Timber Piles	9 only	70.00	630.00
Class "A" Concrete (847 cu.yds. at $68.00)	All Required (40.993%)		57,596.00
Metal Reinforcement (184,150 lbs. at $0.13)	All Required (42.997%)		23,939.50
Structural Steel (163,300 lbs. at $0.25)	All Required		39,192.00
Metal Parapet Railing	730 lin.ft.	7.00	5,110.00
6-inch Standard Steel Pipe	55 lin.ft.	11.00	605.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
Preparation of Slopes	580 sq.yds.	1.00	580.00
Concrete Slab Riprap	580 sq.yds.	8.00	4,640.00
			$ 141,200.50

Type Code X781
Bloomberg Road U'xing (Br. #8697)(Sta. 335+00)

Shoring, Cribbing, Etc.	All Required (25%)		$ 3,750.00
Structural Excavation	210 cu.yds.	$ 5.00	1,050.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Furnish Steel Shells	420 lin.ft.	4.00	1,680.00
Drive Steel Shells	19 only	60.00	1,140.00
Class "A" Concrete (319 cu.yds. at $68.00)	All Required (15%)		21,692.00
50'-55' Type III Prestressed Beams	4 only	1,000.00	4,000.00
55'-60' Type III Prestressed Beams	8 only	1,050.00	8,400.00
60'-65' Type III Prestressed Beams	5 only	1,150.00	5,750.00
Metal Reinforcement (67,000 lbs. at $0.13)	All Required (15%)		8,710.00
8-inch Metal Drain Pipe	105 lin.ft.	4.00	420.00
Preparation of Slopes	310 sq.yds.	1.00	310.00
Concrete Slab Riprap	310 sq.yds.	8.00	2,480.00
			$ 59,582.00

Subtotal	$ 341,305.50
10% Engr. & Cont.	34,130.50
Total	$ 375,436.00

Legnth of 4 Structures - - - - - - 0.005 Mile
Length of 1 Structure - - - - - - - 0.055 Mile (Exception)*
Total Length Strs. - - - - - - - - 0.060 Mile

* Note: Length of RR O'xing included in median barrier mileage.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 26,000.00	$ 23,500.00	$ 2,500.00
Roadway	1,413,934.00	1,292,200.00	121,734.00
Median Barrier	6,931.00	6,300.00	631.00
Structures	375,436.00	345,000.00	30,436.00
	$1,822,301.00	$1,667,000.00	$155,301.00

JUDKINS POINT-GOSHEN SECTION

PROJECT NO. I-5-3(9)190

Prestressed Beam Quantities

50'-55' Beams

Overhead			$ 149.92
Class "AA" Concrete	8.2 cu.yds.	$50.00	410.00
Metal Reinforcement	1,033 lbs.	0.125	129.13
Prestressed Steel	691 lbs.	0.45	310.95
			$1,000.00

55'-60' Beams

Overhead			$ 138.87
Class "AA" Concrete	8.6 cu.yds.	$50.00	430.00
Metal Reinforcement	1,095 lbs.	0.125	136.88
Prestressed Steel	765 lbs.	0.45	344.25
			$1,050.00

60'-65' Beams

Overhead			$ 141.05
Class "AA" Concrete	9.7 cu.yds.	$50.00	485.00
Metal Reinforcement	1,074 lbs.	0.125	134.25
Prestressed Steel	866 lbs.	0.45	389.70
			$1,150.00

80'-85' Beams

Overhead			$ 128.22
Class "AA" Concrete	12.8 cu.yds.	$45.00	576.00
Metal Reinforcement	1,275 lbs.	0.125	159.38
Prestressed Steel	1,341 lbs.	0.40	536.40
			$1,400.00

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5945

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 22, 1962

U.S. Department of the Interior
Bonneville Power Administration
Portland 8, Oregon

Attention: Mr. John V. Mulcahy

Re: Power Line Adjustment
Judkins Point-Goshen Sec.
Pacific Highway
Lane County
Project I-5-3(9)190

Gentlemen:

Your estimate and plan of work for the adjustment of your facilities endangered by the slide on the above-named section has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of December 29, 1961.

Reimbursement for work done subsequent to that date will be made subject to the provisions of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

TWL:bjh

cc: Forrest Cooper ✓
C. G. Polk
C. H. Maison
L. H. Young
L. R. Chandler
H. E. Mayfield

RECEIVED
JAN 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1962
FOR FILING

I-5-3(9)190

[illegible]

January 15, 1962

Judkins Point-Goshen Section
Pacific Highway
Lane County
Project No. I-5-3(9)190

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

A slide has occurred on the subject Section which makes it necessary to further adjust the Bonneville Power Administration lines. We are enclosing the following data in connection with this additional work:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the Administration.

2. Two copies of the estimate for doing the work.

3. Two copies of the sketch prepared by the Administration showing the adjustment to be made.

Your approval of the additional work and confirmation of December 29, 1961, as starting date on emergency basis under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
1962

5945

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

January 11, 1962

In reply refer to:
Tract No. GS-R-29
Contract No. 14-03-28366

Mr. L. I. Lindas, Chief Counsel
Oregon State Highway Department
Salem, Oregon

Your reference:
Power Line Adjustments
Judkins Point-Goshen Sec.
Pacific Highway

Attention: Mr. Glen V. Sorensen
Staff Attorney

Dear Mr. Lindas:

Reference is made to your letter of December 29, 1961 and our reply of January 3, 1962.

We are enclosing five copies of trust agreement covering the work required to relocate that section of our Goshen-Springfield line which was endangered by the slide which developed between Highway Stations 290 and 300.

It is understood that this trust agreement will be presented to the Highway Commission for execution at the January 18, 1962 meeting. After execution, two copies should be returned to this office, together with check in the amount of $14,200.00 made payable to the Bonneville Power Administration. The agreement will then be signed for the Administration and one fully executed copy returned for your records. If you require additional signed copies, these should also be returned to us.

Thank you for your cooperation in this matter.

Sincerely yours,

John V. Mulcahy
Chief, Branch of Land

Enclosures

cc:
Mr. G. S. Paxson
Deputy State Highway Engineer

RECEIVED
JAN 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1962

5945

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

January 3, 1962

In reply refer to:
Tract No. GS-R-29

Mr. L. I. Lindas, Chief Counsel
Oregon State Highway Department
Salem, Oregon

Your reference:
Power Line Adjustments
Judkins Point-Goshen Section
Pacific Highway

Attention: Mr. Glen V. Sorensen
Staff Attorney

Dear Mr. Lindas:

This will acknowledge your letter of December 29, 1961 concerning the slide which has developed between Highway Stations 290 and 300 which has endangered the Administration's Goshen-Springfield transmission line and advising us that the State will reimburse the Administration for the cost of adjustment to its facilities.

We appreciate your granting us authority to proceed with this work immediately. Surveys have been completed and we expect to complete the relocation by January 19, 1962. We are preparing the trust agreement and will forward it for execution within a week or ten days.

We are enclosing twoprints of Drawing No. TD-1047-D which shows the proposed line changes. This plan has been discussed with Highway Department engineers and it has been agreed that the Highway Department will acquire the right of way for the relocated line. Danger tree requirements are not yet determined and it will therefore be necessary for us to purchase these rights and claim reimbursement from the State. The estimate for this is included in the Land item shown in the cost breakdown below.

The cost estimate for this work is $14,200.00, with breakdown as follows:

Survey	$ 500	
Design	500	
Material	2,300	
Land	2,000	
Clearing	500	
Construction	4,200	
Removal	1,700	
Overhead	2,500	
Contingency	1,000	$15,200
Salvage Credit		1,000
Total		$14,200

[illegible]

This estimate covers the following work:

1. Remove existing wood pole, H-frame structures 3/1 and 3/2.
2. Install one new three pole dead end structure.
3. Make necessary changes to existing structure 3/3.
4. Install new jumpers on structure 2/24.
5. Acquire and remove danger trees.

Sincerely yours,

John V. Mulcahy
Chief, Branch of Land

Enclosures

cc:
Mr. G. S. Paxson ✓
Oregon State Highway Department
Salem, Oregon

Mr. H. E. Mayfield
2141 East 15th Street
Eugene, Oregon

Mr. D. J. Sage
District Maintenance Superintendent
2141 East 15th Street
Eugene, Oregon

RECEIVED
JAN 4 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 2 1962
FOR FILING
I-8-3(P)-10
5945

December 29, 1961

Mr. John V. Mulcahy
Chief, Branch of Land
Bonneville Power Administration
Portland 8, Oregon

Your File: Tract No. G8-R-29

Dear Sir:

Reference is made to your letter of December 28 concerning the slide on the W. W. McDonald property on the Judkins Point-Goshen Section of the Pacific Highway south of Eugene.

We have not yet received any report from our field forces on this matter. If conditions show that the slide is caused by our construction and that the State is therefore responsible, your costs will be reimbursed by the State.

I would greatly appreciate your estimate of costs at the earliest possible date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
cc Mr. Forrest Cooper
Mr. R. L. Porter - Will you please follow this matter up.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

December 28, 1961

In reply refer to:
Tract No. GS-R-29

Mr. G. S. Paxson
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

This will confirm our conversations of yesterday with respect to a slide that has developed from activities of the State in construction of the Judkins Point-Goshen Section of the Pacific Interstate Highway. This slide has endangered a structure on our Goshen-Springfield line to the extent that it must be relocated immediately in order to prevent the probability of an outage to the City of Springfield. The particular area is in Section 10, Township 18 South, Range 3 West, W.M., Lane County, on property of W. W. McDonald.

I very much appreciate your verbal assurance that upon your finding that this damage is the State's responsibility, the State will reimburse the Bonneville Power Administration for the cost of this relocation. I will very much appreciate a confirmation in writing to this effect upon the conclusion of your investigation.

In the meantime, we are preparing a formal estimate of the cost of this relocation and will send it to you upon completion for your approval, following which we will prepare the usual trust agreement.

Again, in the meantime, since this is an emergency situation we are proceeding with the necessary work in order to get this relocation accomplished as early as possible.

Sincerely yours,

John V. Mulcahy

John V. Mulcahy
Chief, Branch of Land

RECEIVED
DEC 29 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 3 1962

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5945-

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 29, 1961

IN REPLY PLEASE REFER TO
File No. 29558
Judkins Point-Goshen Sec.
Pacific Highway
Your File 323-3 O-PD- 60-15

Southern Pacific Company
Union Station
Portland, Oregon

Attention: A. W. Kilborn
Superintendent

COPY

Gentlemen:

Enclosed you will find State Highway Revolving Fund Check No. A16923 in the amount of $50.00, payable to the Southern Pacific Company. This represents the nominal consideration agreed upon for the execution of an easement for right of way slopes and drainage encroachment on the Judkins Point-Goshen Section of the Pacific Highway.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

EARL F. SALING
Right of Way Office Manager

AE:jm
encl. Check

cc: G. S. Paxson
G. V. Sorenson

NOTED
G. S. PAXSON

RECEIVED
1962

RECEIVED
DEC 29 1961
FOR FILING

[illegible]

5946

December 27, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Judkins Point-Goshen Section
Pacific Highway
Lane County

Dear Sir:

I notified your office by telephone today that a slide had occurred near the McVay Overcrossing site on the Judkins Point-Goshen Section of the Pacific Highway; that this slide is endangering a tower of the Bonneville Power Company transmission line and that steps must be taken immediately to safeguard this line.

I received advance approval for the expenditures necessary for this safeguarding as a participating item on the project. We will furnish you with estimates and other documents as soon as they are available.

In the meantime, the Bonneville Power Administration has been authorized to take such steps as are necessary to protect its facilities.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:me
cc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. R. Chandler

RECEIVED
29 1961
FOR FILING

694

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

File

December 26, 1961

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon

Power Line Adjustment
Judkins Point-Goshen Section
Pacific Highway
Lane County

Attention: Mr. Don F. Robinson

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on the above section have been approved by the Bureau of Public Roads and the State. You are hereby authorized to proceed with the work as of December 21, 1961.

This estimate has been approved as a lump sum agreement under the terms of PPM 30-4, Paragraph 7e(3). Reimbursement will be in the amount of $595.32 upon completion of the work and the receipt of your billing in a lump sum amount forwarded through our resident engineer.

The reduction in amount requested, $608.45 to $595.32, results in an error in addition on Page 1b of the Board's estimate, plus adjusted payroll additives and administration percentages.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

FS:fp
cc C. G. Polk
R. L. Porter ✓
L. H. Young
C. H. Maison
L. R. Chandler
H. E. Mayfield

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
22 1961
FOR FILE

FORM CD-121
(6-22-59)

UNITED ST ES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

file

4444

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: December 21, 1961

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Oregon Project I-5-3(9)190, Judkins Point-Goshen Section of the Pacific Highway

We are today approving the agreement as evidenced by the exchange of letters between the State and Eugene Water & Electric Board covering power line adjustment. As requested in your letter of December 1, 1961, reimbursement will be on a lump sum basis in the amount of $595.32 in accordance with paragraph 7e(3) of PPM 30-4. The reduction in amount requested, $608.45 to $595.32, results from an error in addition on page #1-b of the Board's estimate, plus adjusted payroll additives and administrative percentages.

Authorization is hereby granted to proceed with the above adjustment as of this date.

Young

RECEIVED
DEC 26 1961
FOR FILING

A. W. KILBORN
SUPERINTENDENT
5945

8-2660

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

December 19, 1961

IN REPLY PLEASE REFER TO
323-3
O-PD-60-15

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your file relative to Judkins Point, Goshen Section, Pacific Highway, Lane County, in which we have granted an easement to the State for slope purposes for the highway.

Grant of easement to the State was authorized for the consideration of $50. This easement has been executed and recorded. Would appreciate your furnishing the $50 for this instrument.

Yours truly,

A W Kilborn

RECEIVED
DEC 21 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 4 1961
FOR FILING

I [illegible]

5945

December 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Judkins Point-Goshen Section
Pacific Highway, Lane County
Project No. I-5-3(9)190

We are submitting herewith one copy of our Staff Attorney's letter and two copies each of the revised and corrected estimate and sketch covering adjustment of the facilities of the Eugene Water & Electric Board in connection with construction of the subject project. Original submission was made to you October 27, 1961, but returned for correction.

Your approval of the revised agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested. It is further requested that reimbursement on a lump sum basis be approved in the amount of $608.45.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
DEC 5 1961
FOR FILING

I [illegible]

5945

November 30, 1961

Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem 10, Oregon

Dear Governor Hatfield:

While background information which you might wish to use in your remarks at the opening of the Judkins Point Bridge is somewhat sketchy, I submit the following:

The opening of the Willamette River Bridge to traffic is the last step in completing Interstate 5 between Albany and Eugene. From the interchange in North Albany to Judkins Point in South Eugene, Interstate 5 (99) is on new alignment. You will notice by the attached map that this new alignment is indicated by the blue, yellow, green, and red coloring. Old 99 is indicated in black, labeled 99E and 99W.

Between the North Albany Interchange and the Judkins Point Interchange, at which points old 99 and new 99 are common, mileage via I-5 is 42.15 miles. Mileage via the old route is 50 miles. This constitutes a saving of 7.85 miles. From Portland (undercrossing of Burnside at Union Avenue) via US99E and US99 (as of January 1, 1954) to Judkins Point in South Eugene is a distance of 121.11 miles. From Portland (undercrossing of Burnside at Harbor Drive) via US99, as of January 1, 1962, to Judkins Point in South Eugene, is a distance of 109.17 miles. This indicates a saving in mileage of 11.94 miles.

The saving in travel time is at least one hour and ten minutes. This saving in travel time, plus a greatly reduced accident rate on the Interstate as compared to the other highway system, is of great importance. The accident rate on the freeway is 1.26 per million vehicle-miles; on nonfreeway sections of the highway system it is 3.36.

An economic study indicated the daily savings for present traffic traveling the freeway (compared to travel on old route 99) between Albany and Eugene is $7,500. When this figure is projected into the future (and an allowance made for traffic increases) for twenty-thirty, or fifty years, it reaches astronomical proportions. It is estimated that the time saving between Portland and Eugene would result in a monetary saving of $2,000 a year in operating costs per one large truck making the round trip daily.

The first work on this section was undertaken in August 1957. Thirty-five separate contracts were awarded. The total construction cost was $23,600,000. The right-of-way cost was $1,670,000. The cost of the 1800-foot four-lane Willamette River Bridge, which you are dedicating, was $1,745,000.

You will note by the attached map that that section colored in blue, between the North Albany Interchange and the Corvallis-Lebanon Highway, was opened to traffic November 25, 1959, and officially opened on August 3, 1960. The section colored in yellow, between the Corvallis-Lebanon Highway and the Halsey-Brownsville Highway, was officially opened on August 3, 1960. The section colored in green, between the Halsey-Brownsville Highway and "Q" Street Interchange, was opened to traffic on November 10, 1960, with a 10-mile section of two-lane, and was completed and officially opened on June 28, 1961. The section colored in red, from "Q" Street to Judkins Point, which will be opened with your dedication, will save through traffic between two and three miles of congested city driving. This will also relieve some of the congestion on local streets in Eugene.

This highway is part of the 41,000-mile National System of Interstate and Defense Highways directly connecting the principal metropolitan areas, cities, and industrial centers of this nation and connecting with routes of continental importance in Canada and Mexico.

The Interstate System in Oregon consists of 731 miles, all of which will be constructed to a high-type multilane facility within the next 10 years.

The old highway, constructed along one of the earliest routes of travel in the Willamette Valley, will be retained as a state highway.

If you wish any additional information, I shall be happy to supply it.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

VDW:ms:er

cc Mr. Victor D. Wolfe

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 28, 1961

SUBJECT: Mileage Comparisons, US99

To:

Victor D. Wolfe
Administrative Assistant
Office

In compliance with your telephone request of November 27, 1961 requesting mileage comparisons on US99, we are submitting the following information:

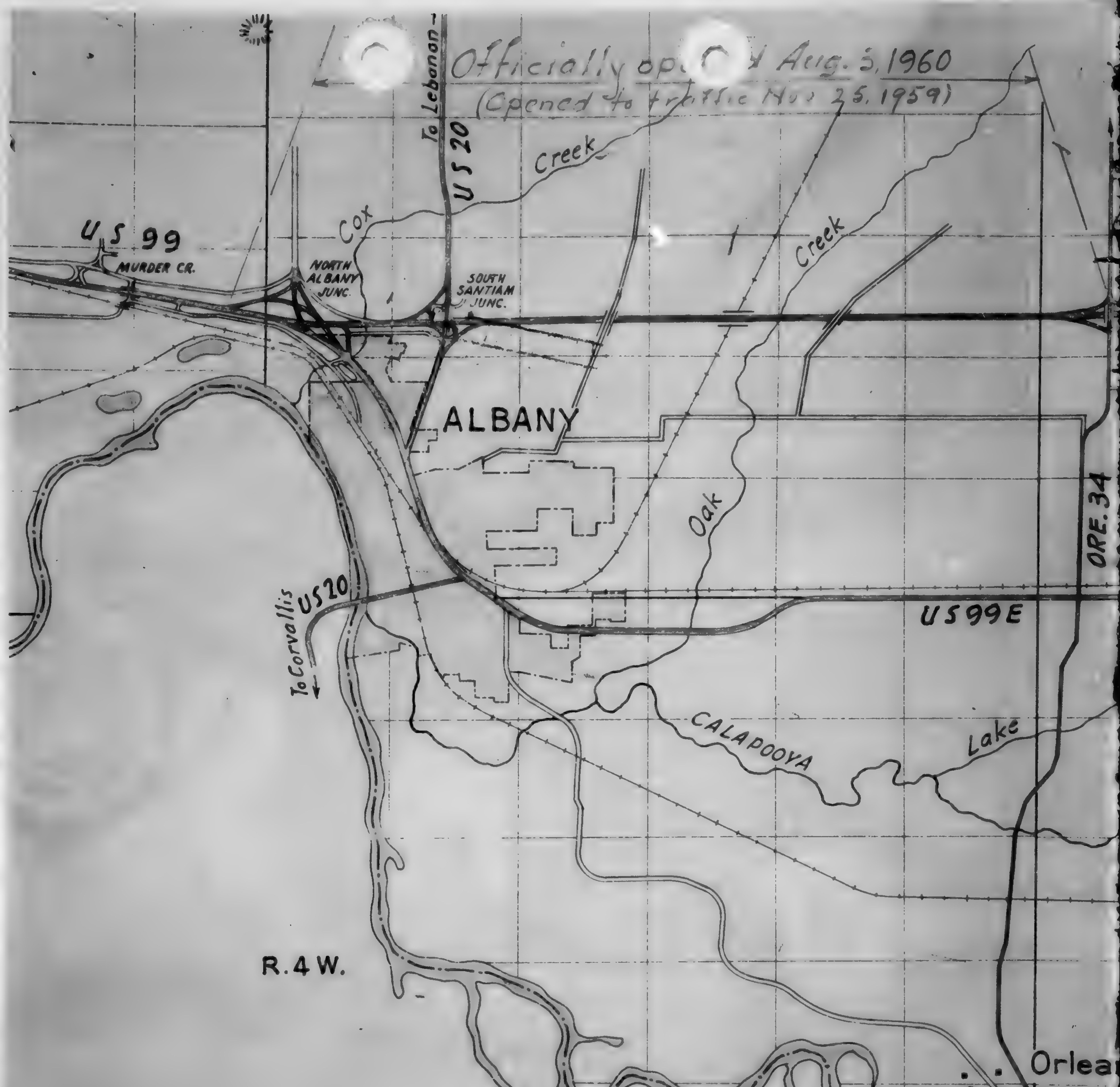
From:	Junction Albany-Junction City Highway No. 58 north of Albany to Judkins Point in South Eugene	
	Mileage via old route of US99	50.00 miles
	Mileage via new route of US99	42.15 miles
	Savings in mileage	7.85 miles
From:	Portland (Undercrossing of Burnside at Union ~~Street~~ Avenue) via US99E and US99 (as of January 1, 1954) to Judkins Point in South Eugene a distance of	121.11 miles
From:	Portland (Undercrossing of Burnside at Harbor Drive) via US99 (as of January 1, 1962) to Judkins Point in South Eugene a distance of	109.17 miles
	Savings in mileage	11.94 miles

We checked with Mr. Jack Rowland of the Construction Division and found that the new mileage of US99 quoted to you as 119.2 miles was a typographical error and should have read 109.2 miles.

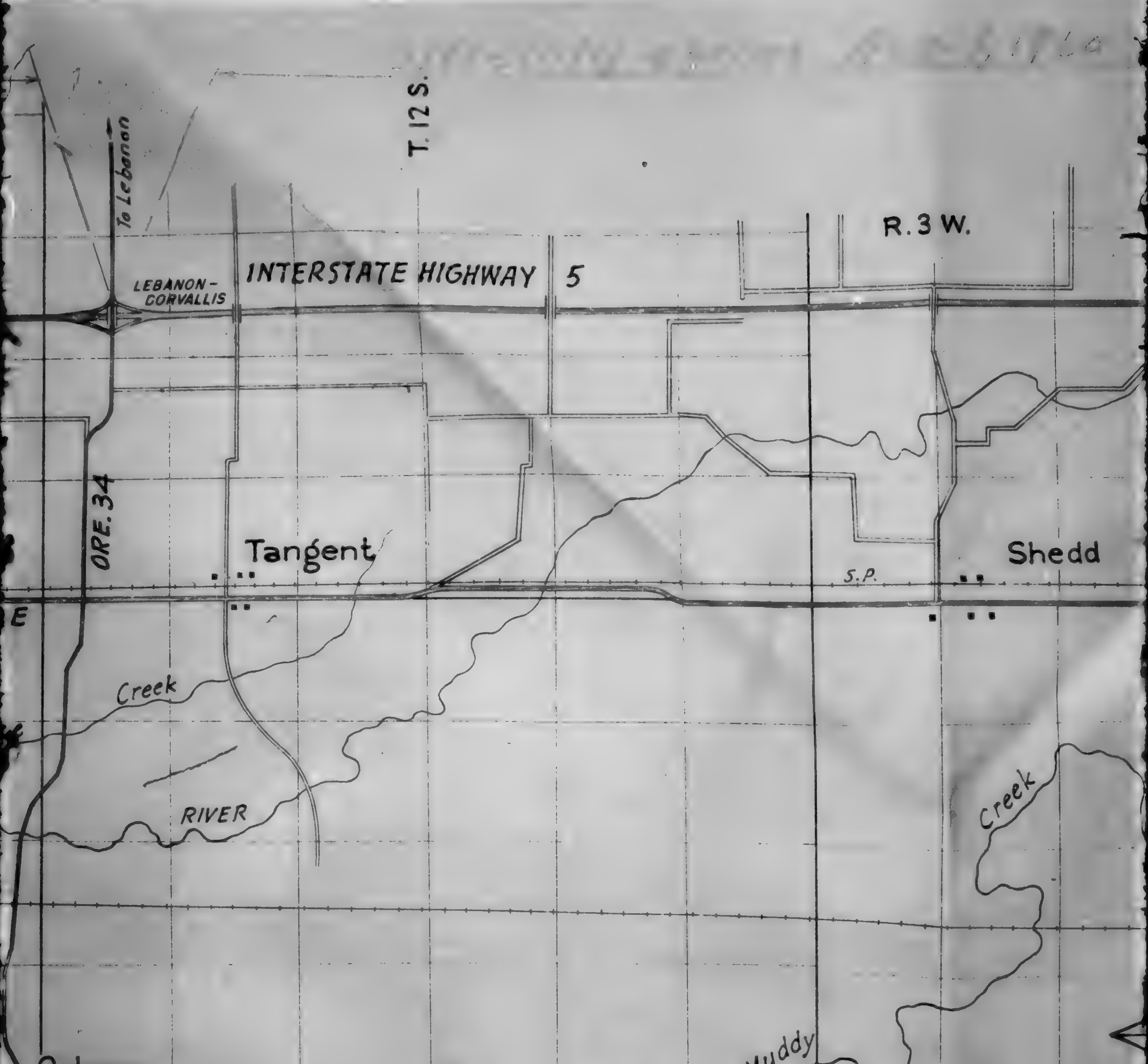
The savings in travel time from Portland to Eugene is one hour and 10 minutes.

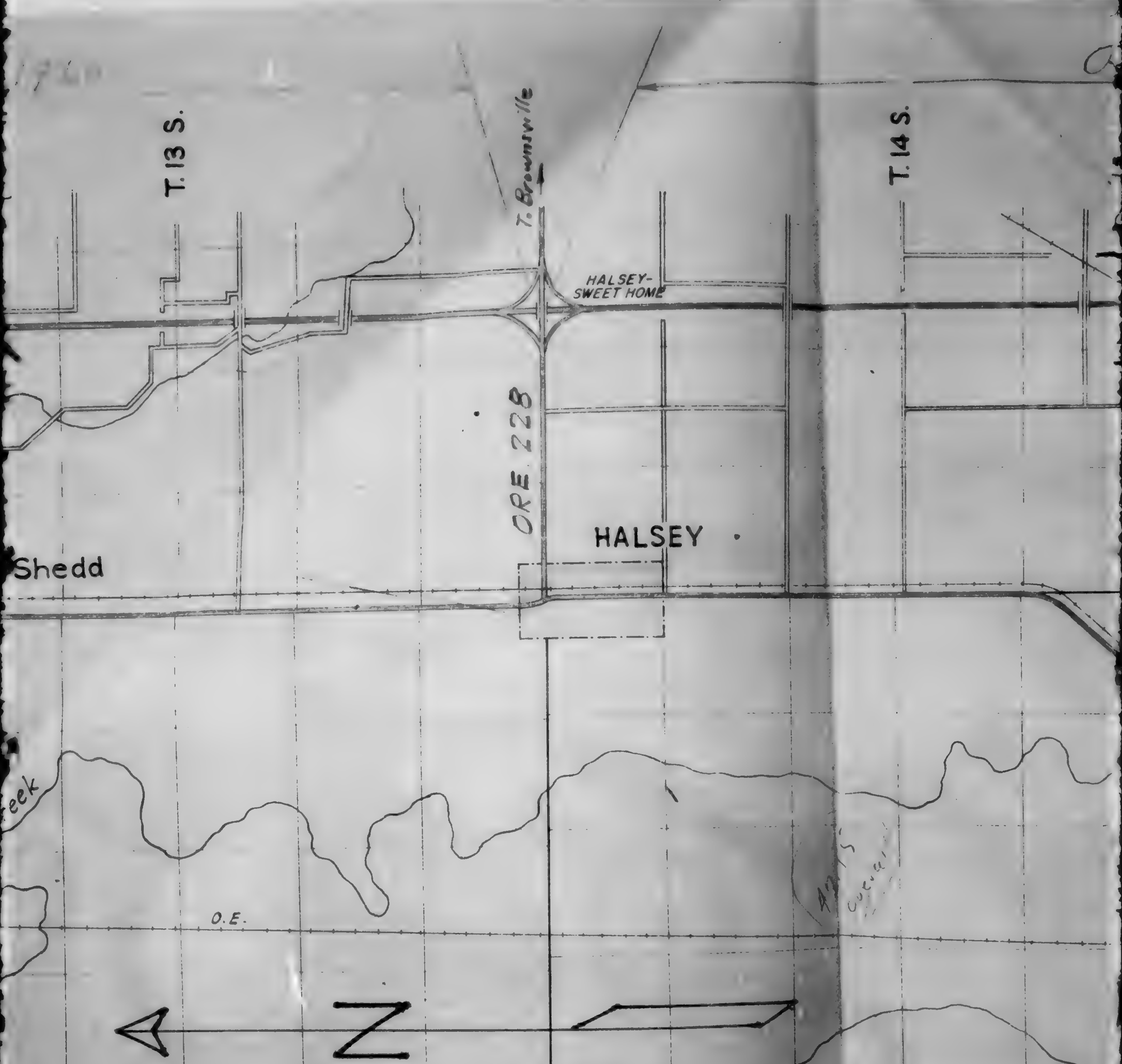
J Al Head
J. Al. Head
Assistant Traffic Engineer

JCO:mp
cc: Jack Rowland

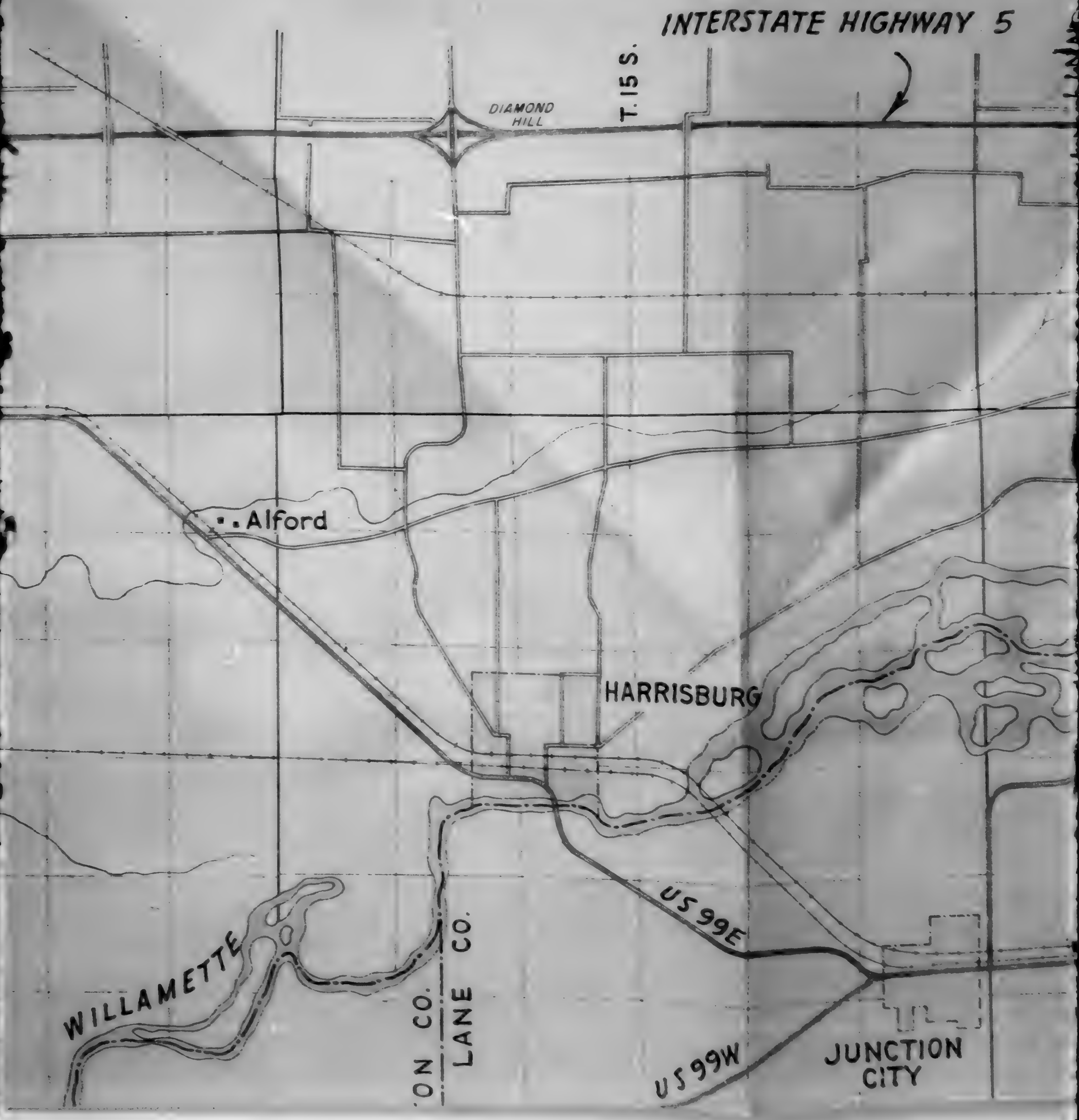


Officially op[illegible]d Aug. 3, 1960
(Opened to traffic Nov 25, 1959)

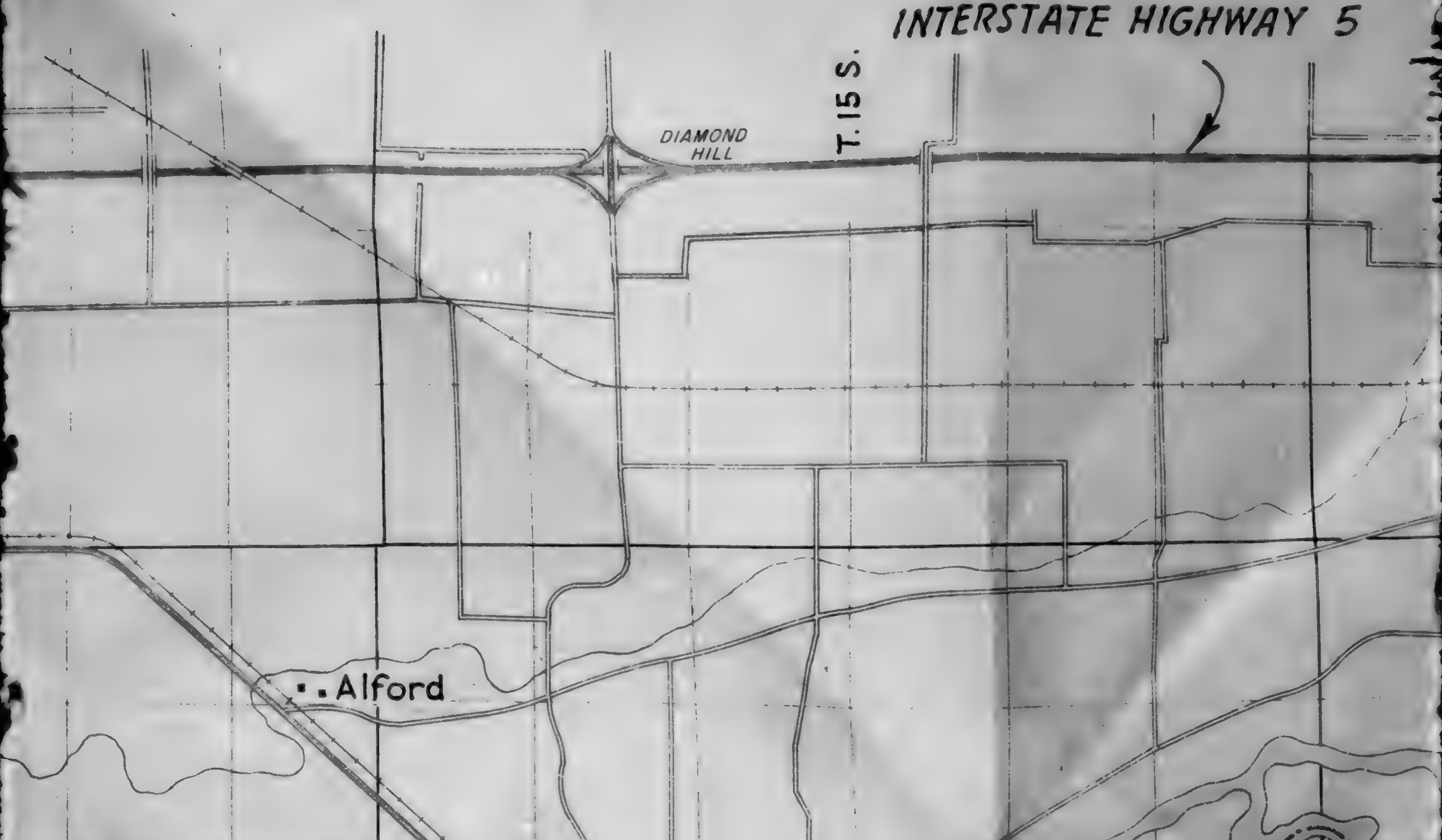

T. 12 S.
To Lebanon
R. 3 W.
LEBANON-CORVALLIS
INTERSTATE HIGHWAY 5
ORE. 34
Tangent
Shedd
S.P.
E
Creek
RIVER
Creek
Muddy
Orleans
To Corvallis

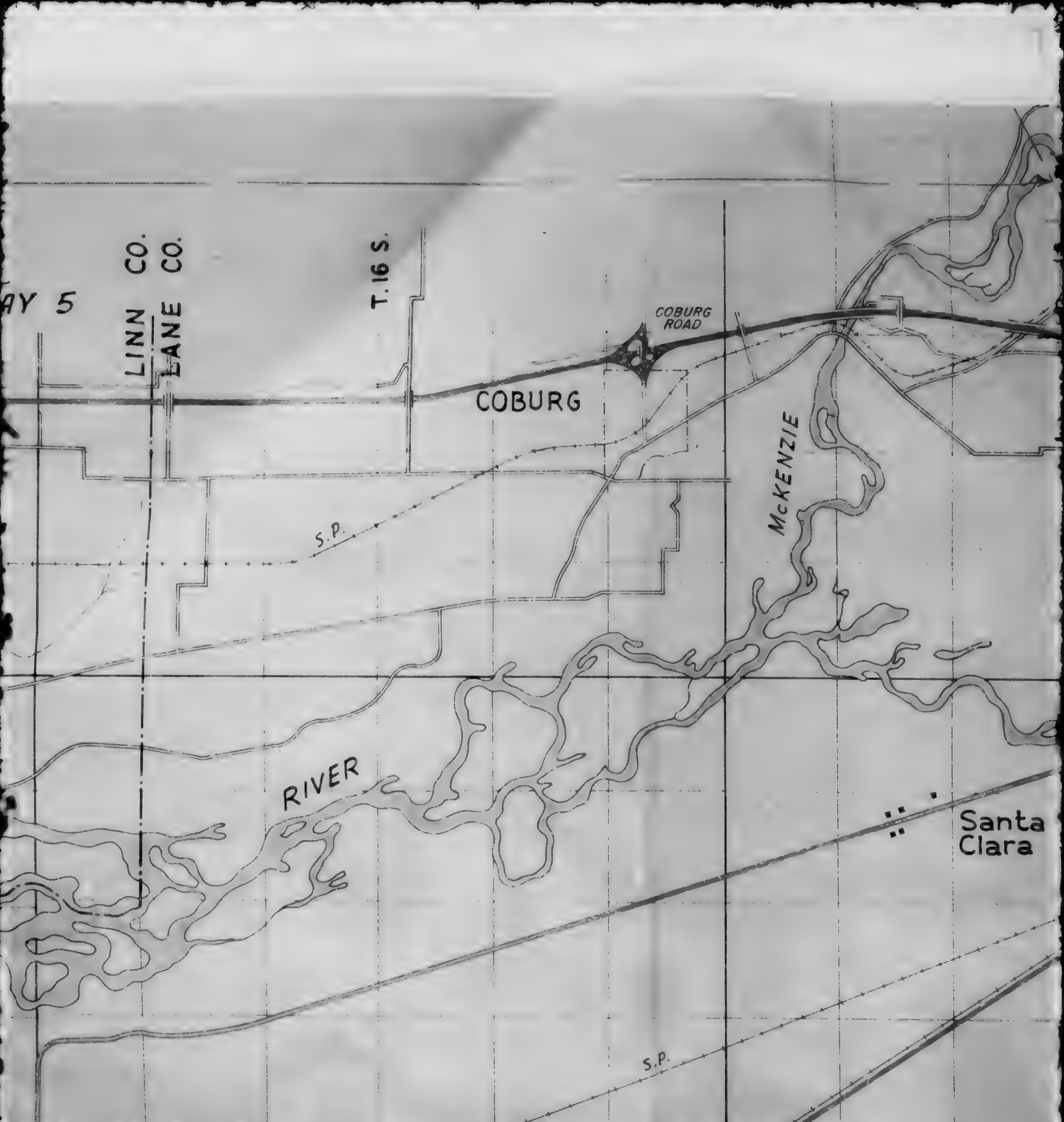

T. 13 S.
T. Brownsville
T. 14 S.
HALSEY-
SWEET HOME
ORE 228
HALSEY
Shedd
eek
O.E.
N
WILL

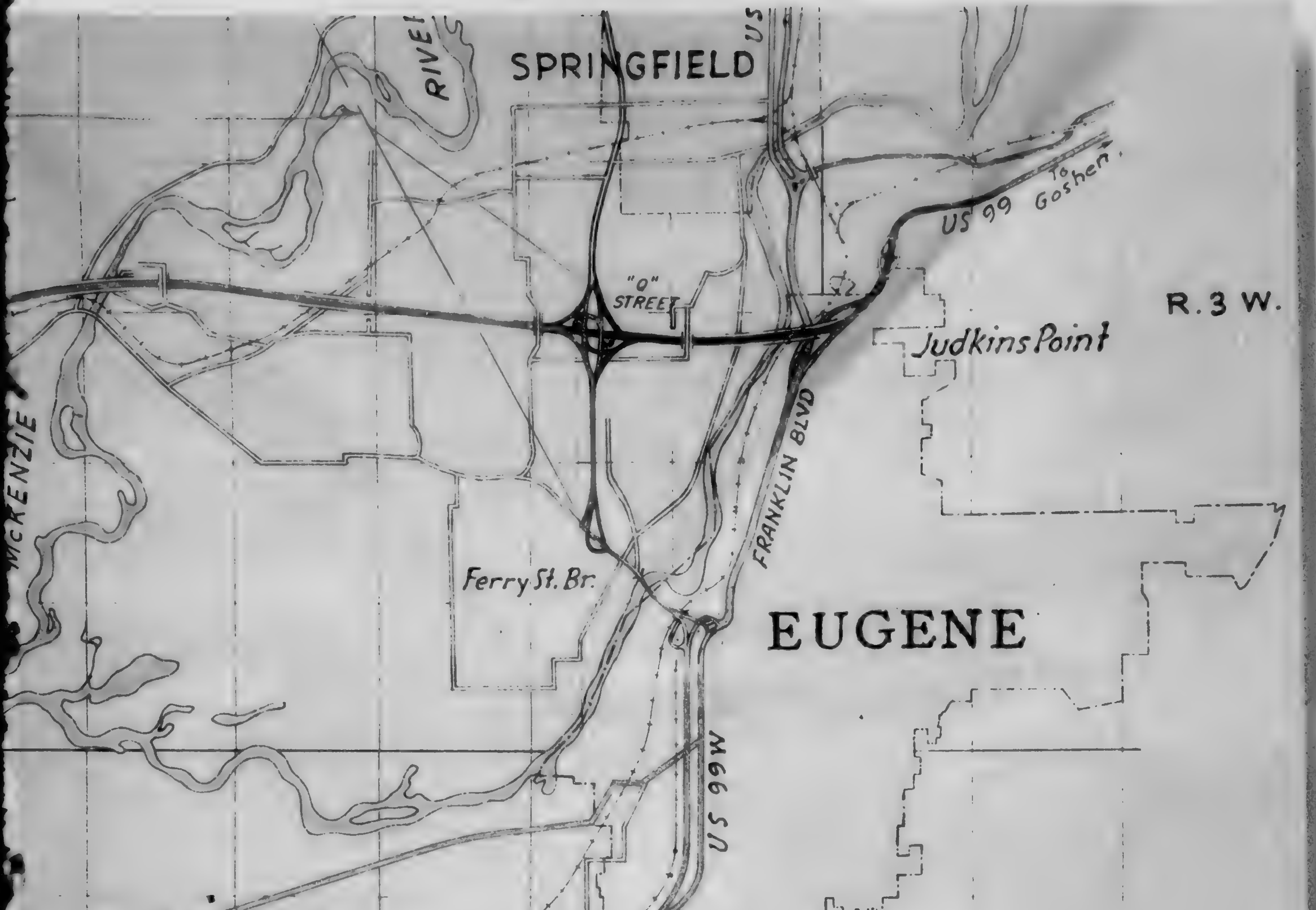
Officially opened June 28, 1961
(Open to traffic Nov 10, 1960)



Officially opened June 28, 1961
(Opened to traffic Nov 10, 1960)




AY 5
LINN CO.
LANE CO.
T.16 S.
COBURG ROAD
COBURG
S.P.
McKENZIE
RIVER
Santa Clara
S.P.
O.E.
US 99W
US99


SPRINGFIELD
RIVER
US
"Q" STREET
US 99 To Goshen
R.3 W.
Judkins Point
McKENZIE
FRANKLIN BLVD
Ferry St. Br.
EUGENE
US 99W
Santa Clara
R.4 W.

Judkins Point file

FORM E-90

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1961

SUBJECT: Opening of Judkins Point Bridge
Interstate 5

To: MEMO

I have received word from the Governor's office that he will speak at the opening of the Judkins Point Bridge, the most convenient time for him being at 9:30 a.m. on December 5.

Will the interested parties in the Department, please take the necessary steps to assure that this opening is fixed and definite, and that all matters concerned with the Department are taken care of.

Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc G. S. Paxson
P. M. Stephenson
Victor D. Wolfe
Tom Edwards
R. L. Porter
Frank Morgan
F. B. Crandall
I. A. DeFrance
W. O. Widdows
Gene Huntley

Wolfe getting data ready

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1961

SUBJECT: Judkins Point Bridge opening

To: MEMO TO FILE

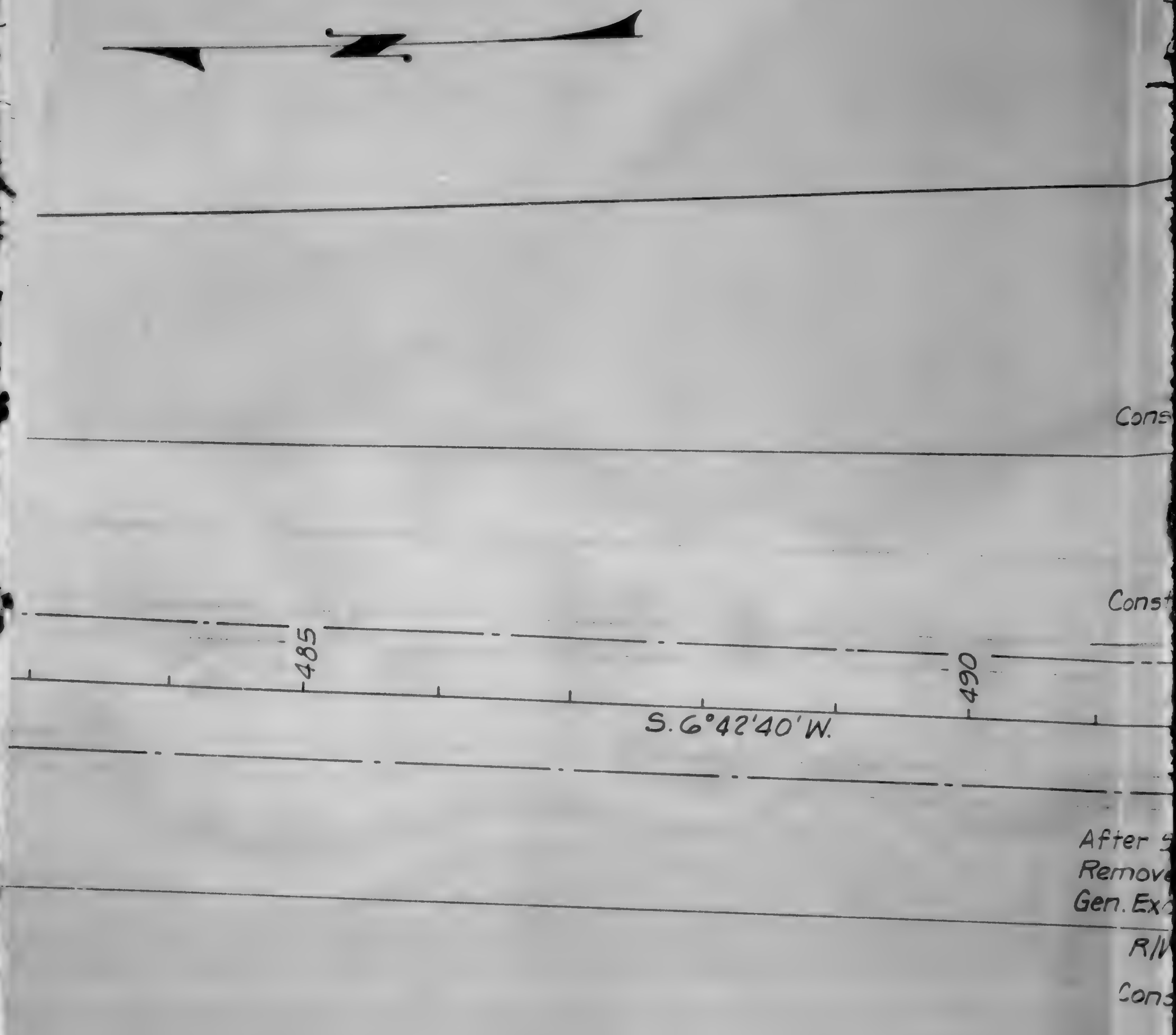
This date, I called Miss Barnett, of the Governor's office, re opening of the Judkins Point Bridge which is scheduled for December 5.

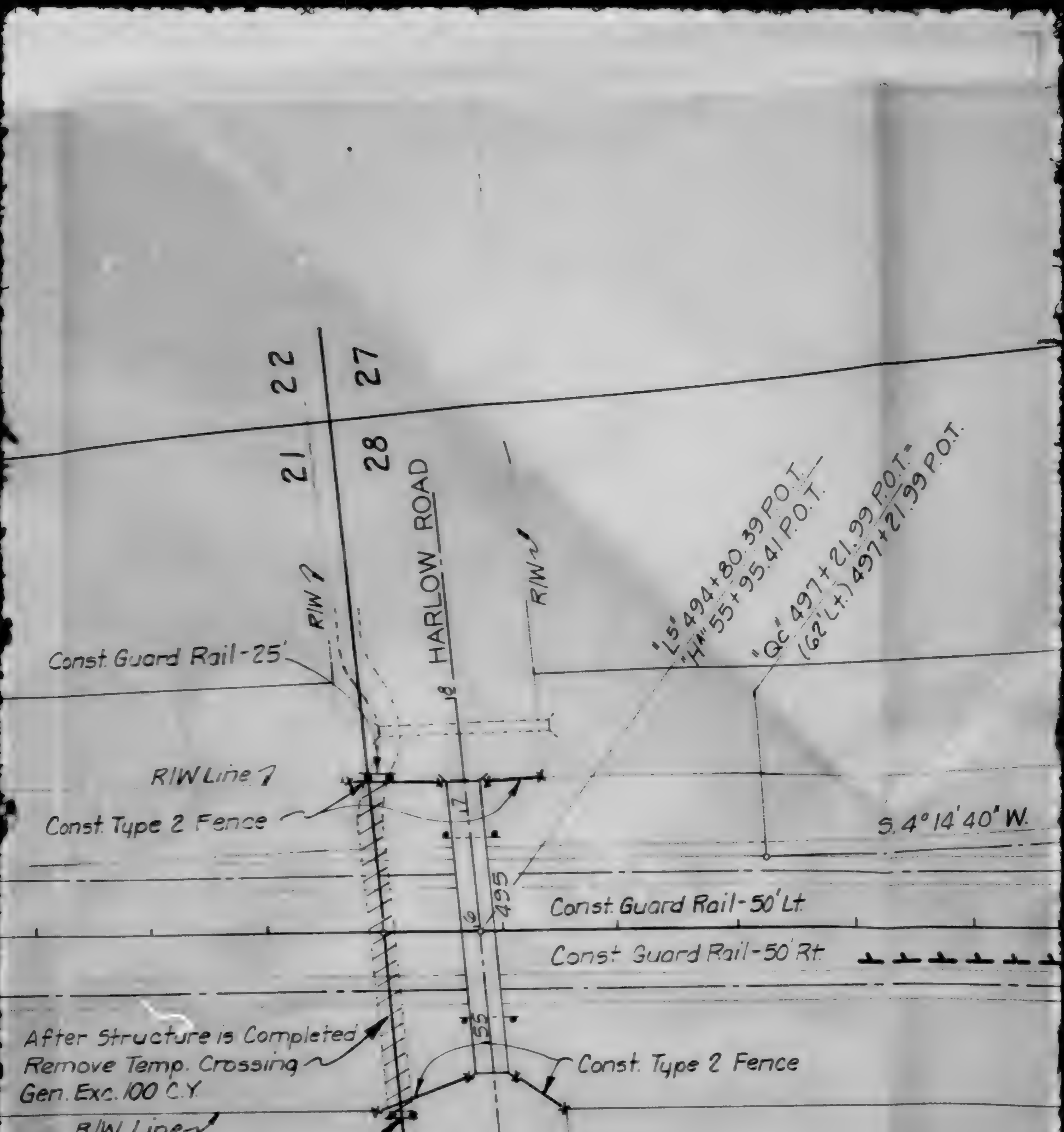
Miss Barnett thought that the Governor might be available at 9:30 a.m. as he had to make a speech at the college in Corvallis the same day at noon and had to be in Corvallis by 11:30 a.m.

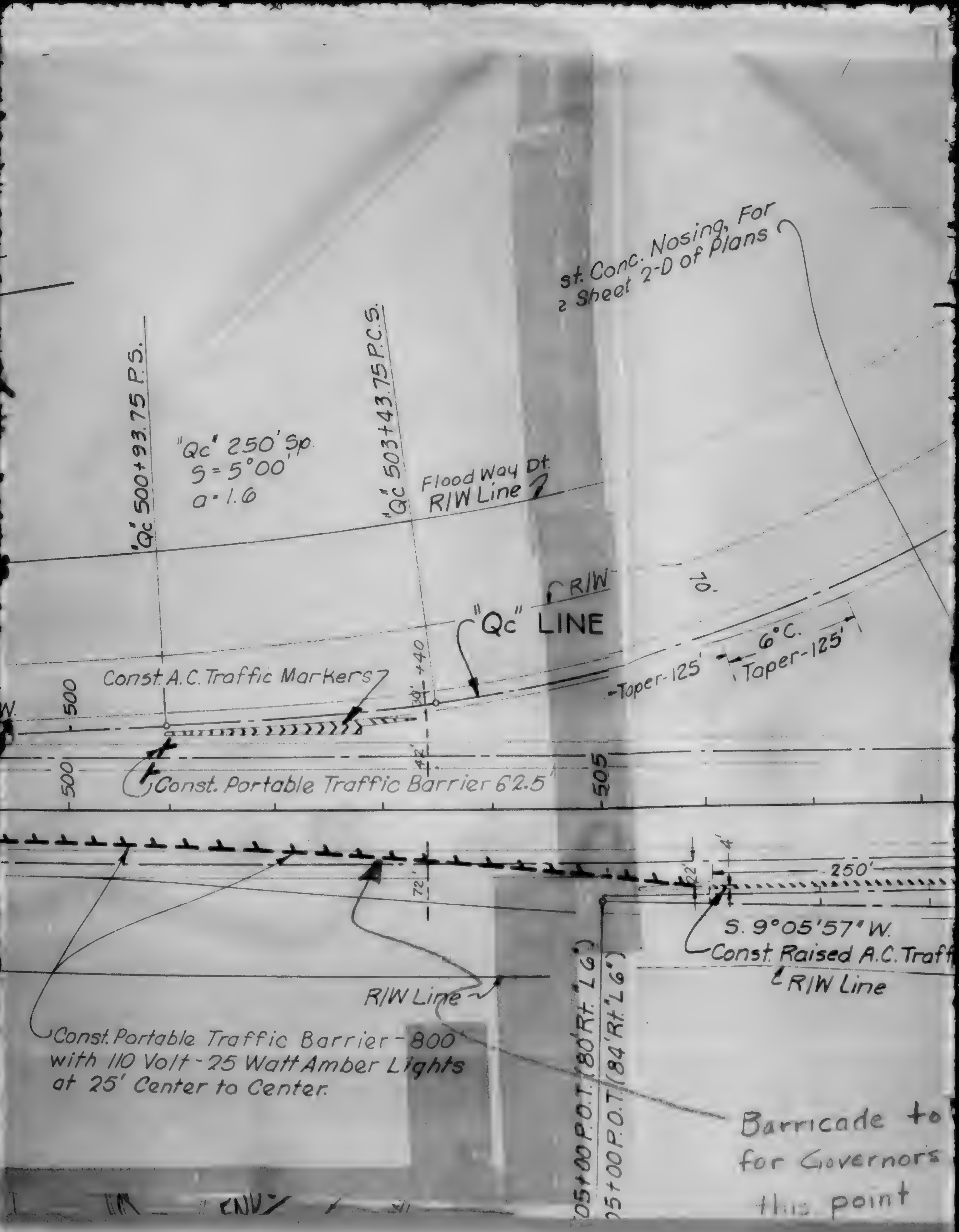
Forrest Cooper
Deputy State Highway Engineer

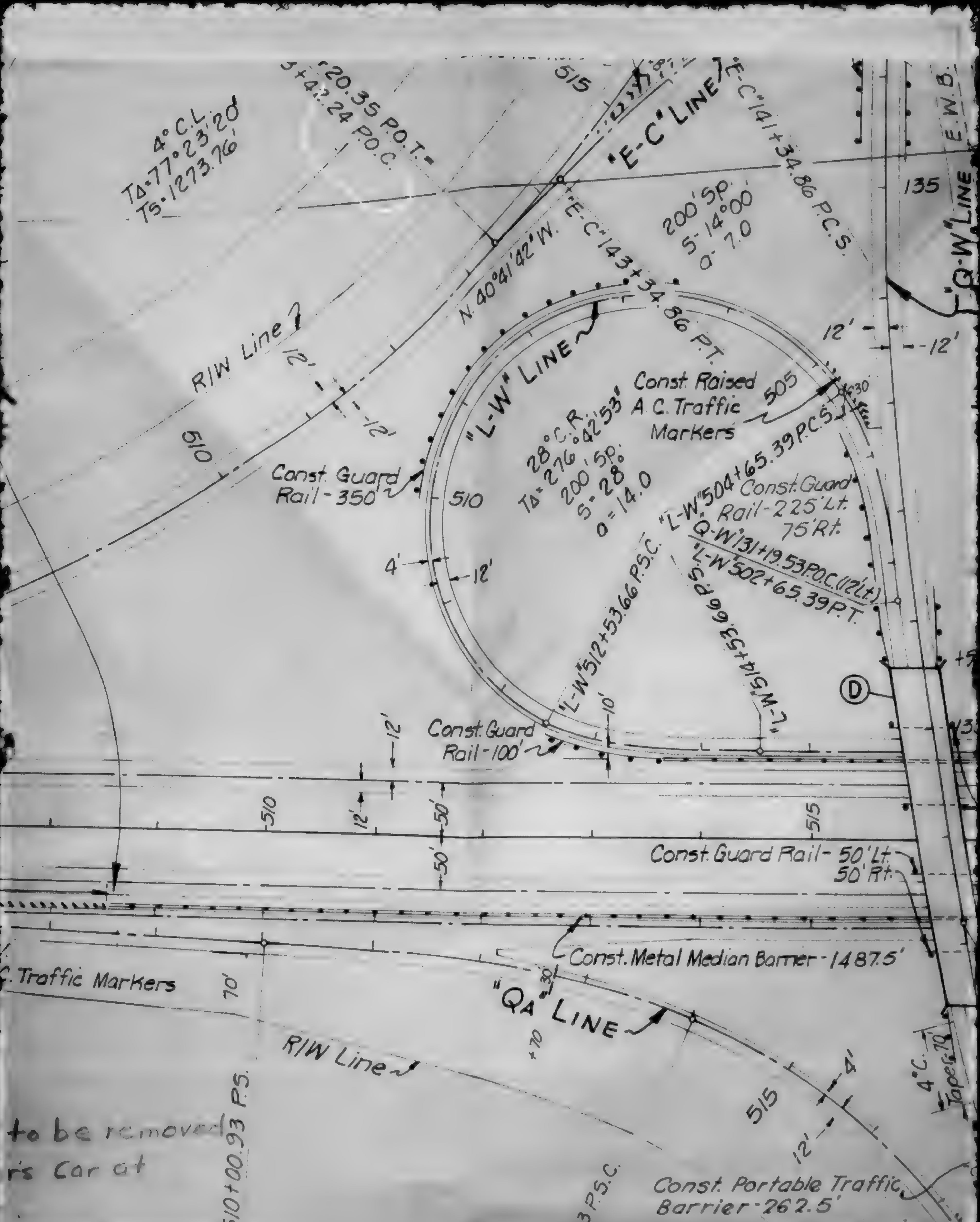
FC:fn

cc W. C. Williams
Victor D. Wolfe

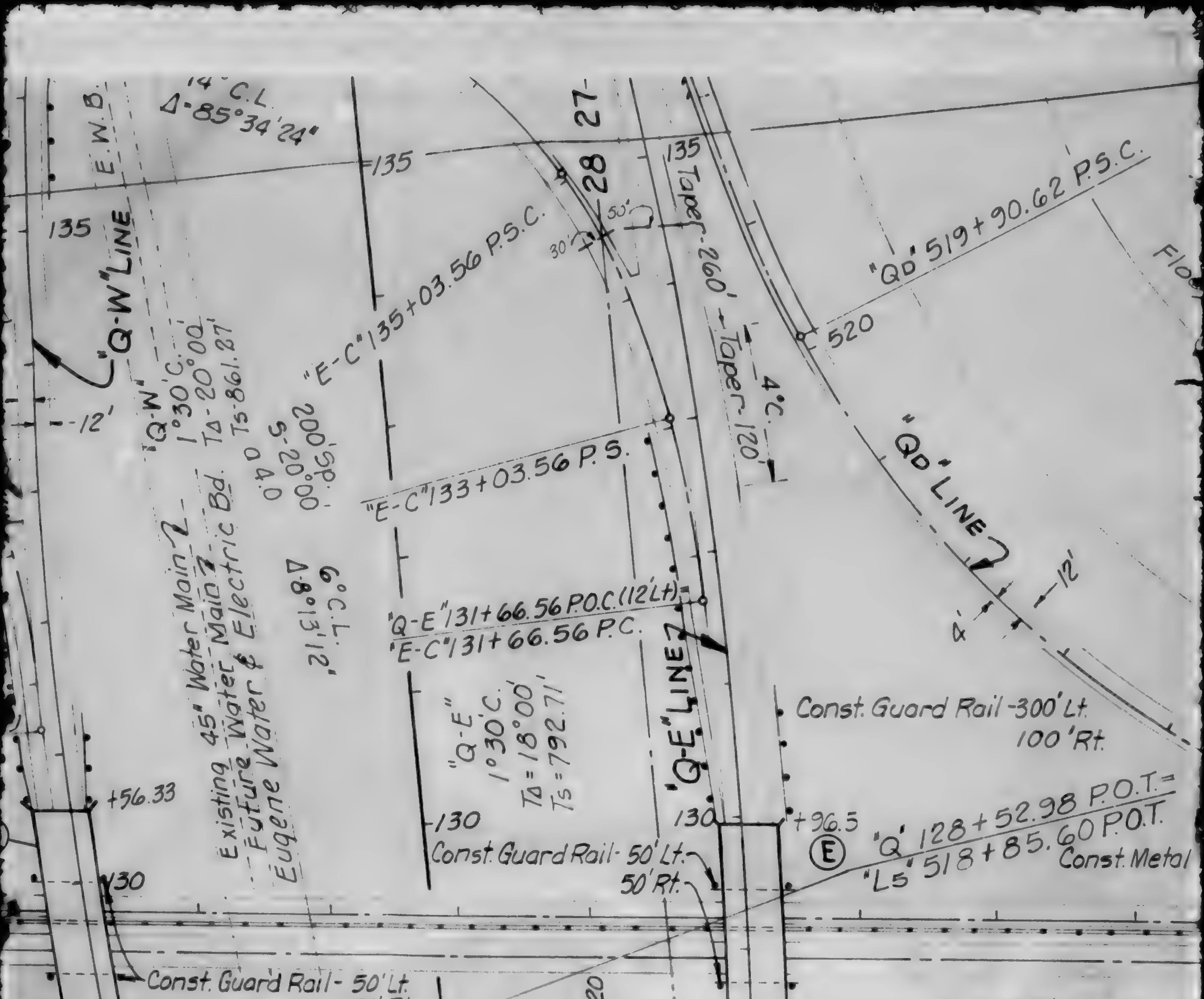

Cons
Cons
485
490
S. 6°42'40' W.
After
Remove
Gen. Ex
R/W
Cons


22
27
21
28
HARLOW ROAD
R/W
R/W
Const. Guard Rail-25'
"LS" 494+80.39 P.O.T.
"HA" 55+95.41 P.O.T.
"Qc" 497+21.99 P.O.T.=
(62' Lt.) 497+21.99 P.O.T.
18
R/W Line
Const. Type 2 Fence
17
S. 4°14'40" W.
495
16
Const. Guard Rail-50' Lt.
Const. Guard Rail-50' Rt.
15
After Structure is Completed
Remove Temp. Crossing
Gen. Exc. 100 C.Y.
Const. Type 2 Fence
R/W Line
Const. Guard Rail-25'
14
R/W
"HA" LINE
NOTE: For Details of "HA"
Line See Sheet No. 7A
13
R/W

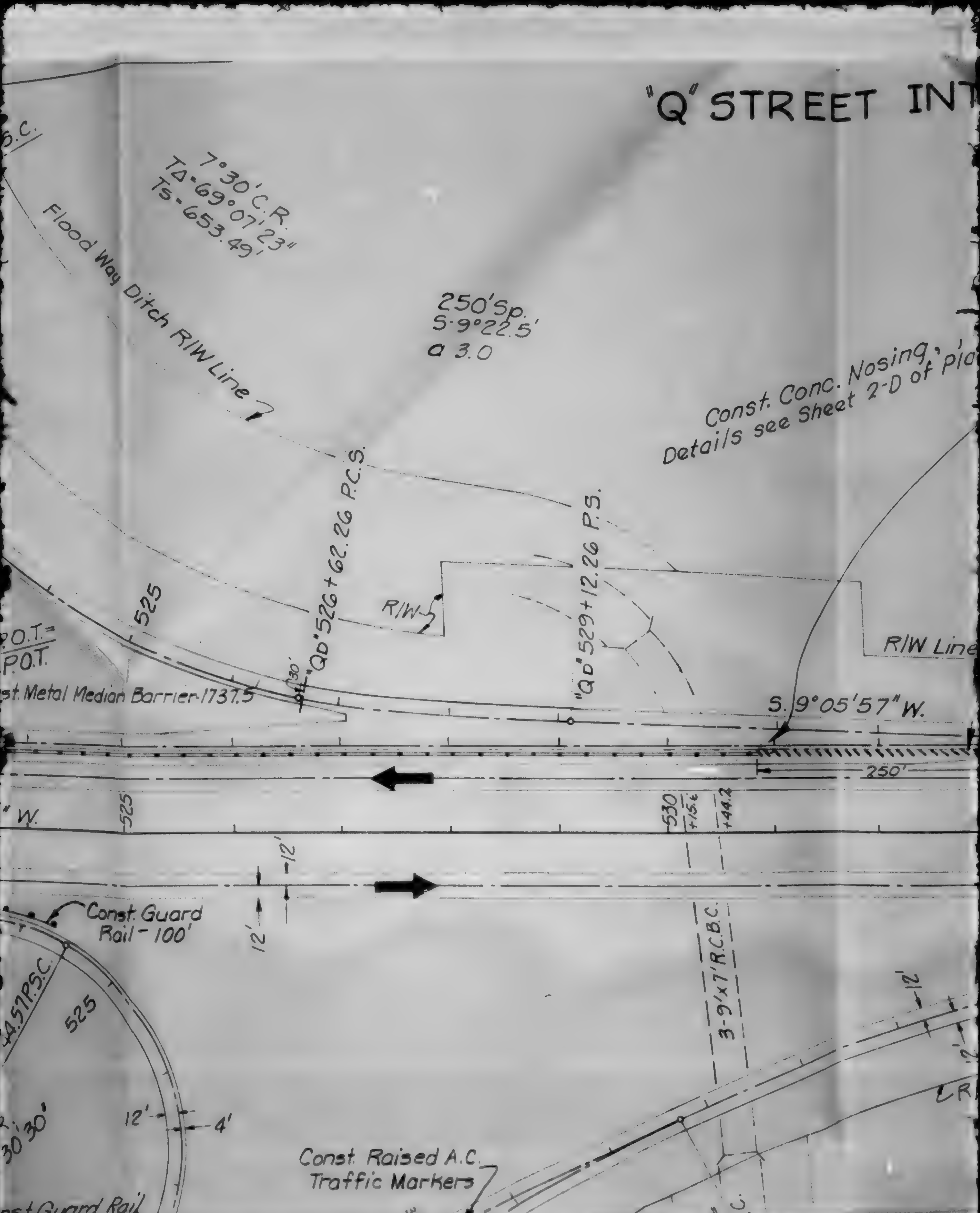

st. Conc. Nosing, For
2 Sheet 2-D of Plans
"Qc" 500+93.75 P.S.
"Qc" 503+43.75 P.C.S.
"Qc" 250' Sp.
S = 5°00'
a = 1.6
Flood Way Dt.
R/W Line
R/W
"Qc" LINE
10'
6°C.
Taper-125'
Taper-125'
Const. A.C. Traffic Markers
+40
30'
500
W.
42'
500
505
Const. Portable Traffic Barrier 62.5'
72'
22'
4'
250'
S. 9°05'57" W.
Const. Raised A.C. Traff
R/W Line
R/W Line
05+00 P.O.T. (80' Rt. "L6")
05+00 P.O.T. (84' Rt. "L6")
Const. Portable Traffic Barrier - 800'
with 110 Volt - 25 Watt Amber Lights
at 25' Center to Center.
Barricade to
for Governors
this point



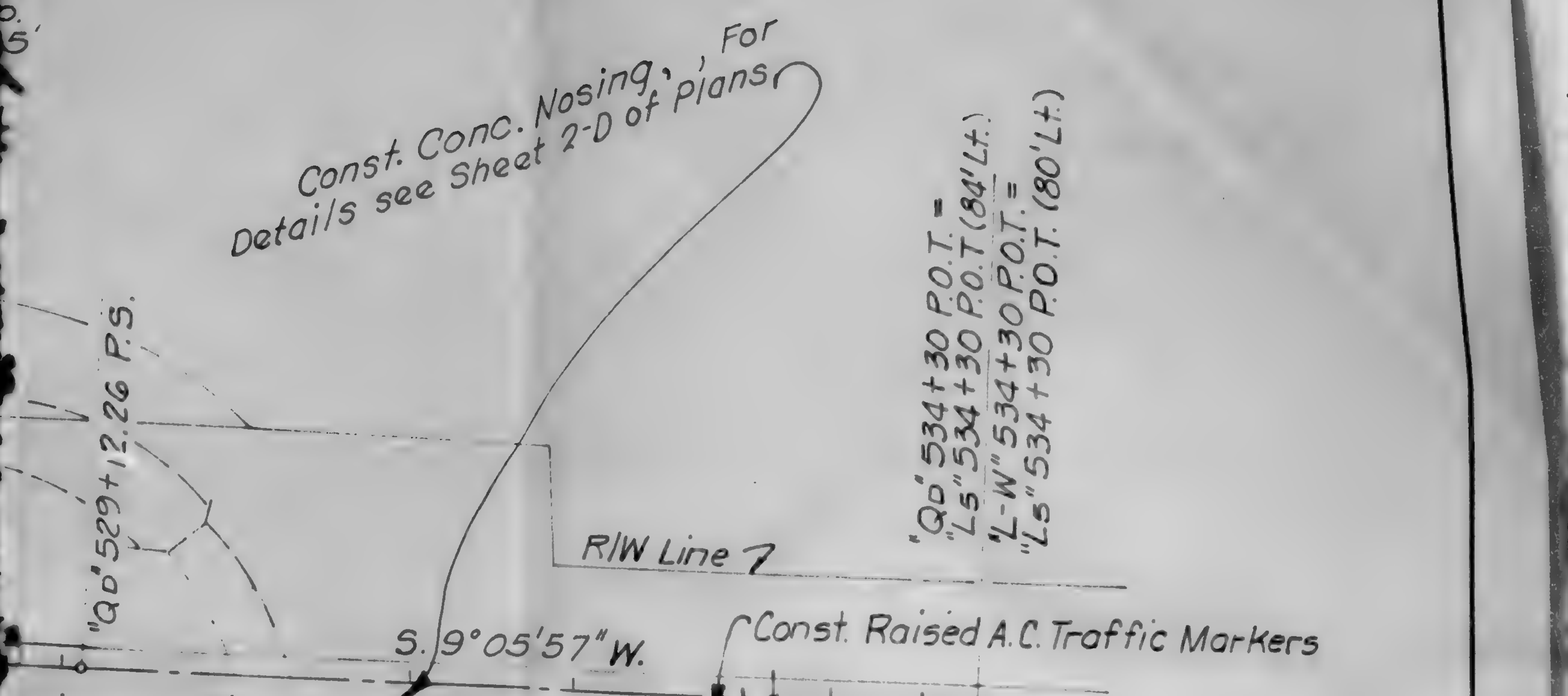
4° C.L.
TΔ=77°23'20"
Ts=1273.76'
"20.35 P.O.T.=
3+42.24 P.O.C.
515
"E-C" LINE
"E-C"141+34.86 P.C.S.
"E-C"143+34.86 P.T.
N.40°41'42"W.
200' Sp.
S=14°00
a=7.0
E.W.B.
135
"Q-W" LINE
R/W Line
12'
12'
510
"L-W" LINE
Const. Raised A.C. Traffic Markers
505
28° C.R.
TΔ=276°42'53"
200' Sp.
S=28°
a=14.0
Const. Guard Rail-350'
510
4'
12'
"L-W"504+65.39 P.C.S.
Const. Guard Rail-225' Lt. 75' Rt.
"Q-W"131+19.53 P.O.C. (12' Lt.)
"L-W"502+65.39 P.T.
"L-W"512+53.66 P.S.C.
"L-W"514+53.66 P.S.
10'
D
Const. Guard Rail-100'
12'
12'
510
50'
50'
515
Const. Guard Rail-50' Lt. 50' Rt.
Const. Metal Median Barrier-1487.5'
C. Traffic Markers
70'
"QA" LINE
+70
30
R/W Line
4'
515
12'
4° C.
Taper 70'
to be removed
r's Car at
510+00.93 P.S.
0.93 P.S.C.
Const. Portable Traffic Barrier-262.5'
Const. Raised

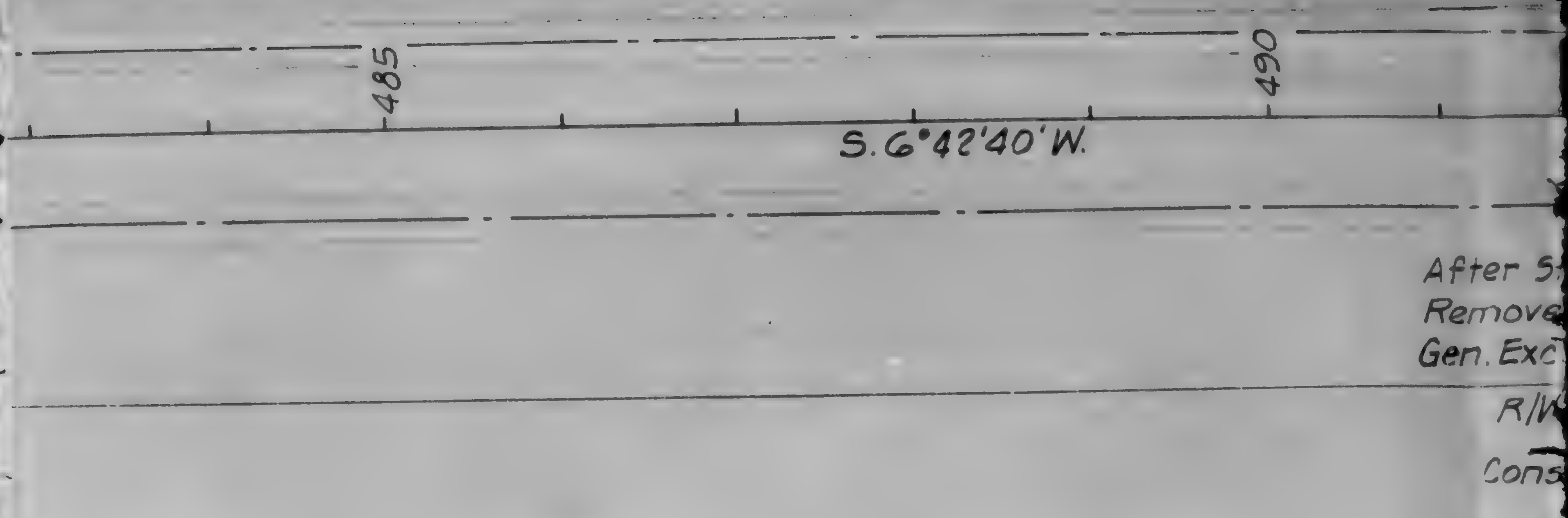


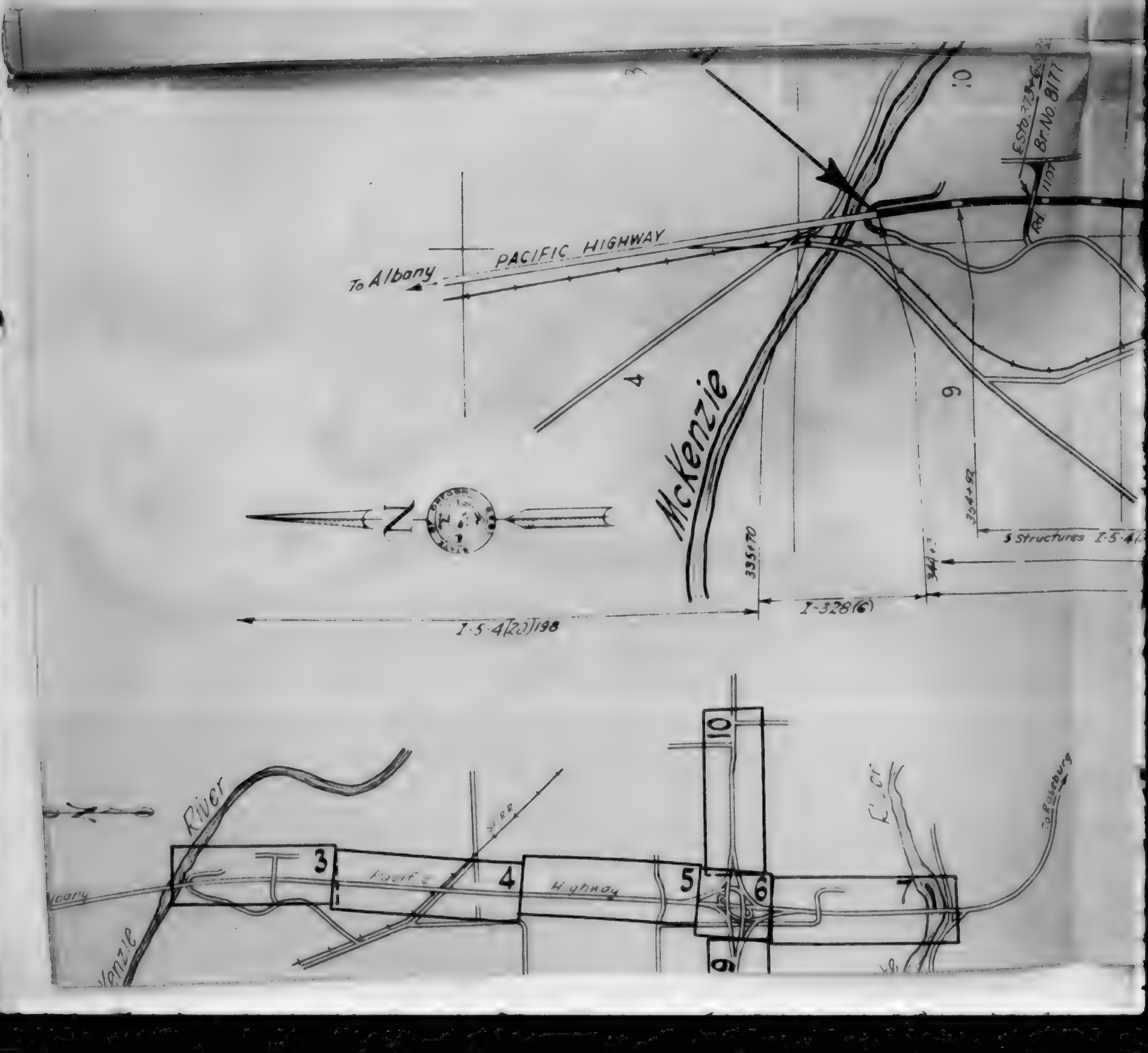
14° C.L
Δ-85°34'24"
E. W. B.
135
"Q-W" LINE
-12'
"Q-W"
1°30'C.
TΔ-20°00'
Ts-861.87
200'Sp.
S-20°00'
a-4.0
"E-C"135+03.56 P.S.C.
"E-C"133+03.56 P.S.
6° C.L.
Δ-8°13'12"
Existing 45" Water Main
Future Water Main
Eugene Water & Electric Bd.
135
27-
28
30'
50'
135
Taper-260'
Taper-120'
4°C.
"QD" 519+90.62 P.S.C.
520
"QD" LINE
12'
4'
Flo
"Q-E"131+66.56 P.O.C.(12'Lt)=
"E-C"131+66.56 P.C.
"Q-E"
1°30'C.
TΔ=18°00'
Ts=792.71'
"Q-E" LINE
Const. Guard Rail-300' Lt.
100' Rt.
+56.33
-130
130
130
+96.5
Const. Guard Rail- 50' Lt.
50' Rt.
Ⓔ "Q" 128+52.98 P.O.T.=
"L5" 518+85.60 P.O.T.
Const. Metal
Const. Guard Rail- 50' Lt.
50' Rt.
520
S. 6°42'40" W.
Const. Guard Rail-50' Lt.
50' Rt.
'Lt.
Rt.
87.5'
+41.5
"Q-E"127+68.67 P.S.C.
"Q-W"128+19.92 P.S.C.
4°C.
Taper-70'
"Q-W"126+40.92 P.O.S. (12' Rt.)=
"W-B"126+40.92 P.T.
"W-B"125+55.92 P.S.C.
8°C.R.
Δ 9°48'
Const. Guard Rail
112.5' Lt.
Q-E & Q-W
375' Sp.
S-2°48.8'
a-0.4
Const Guard Rail-225' Rt.
50' Lt.
300' Sp.
S-3°30'
a-2.0
+87.5
"Q-E"126+51.33 P.O.S.(12' Rt.)=
"L-E"534+11.17 P.T.
"L-E"522+44.57 P.S.
200' Sp.
S-28°00'
a-14.0
200' Sp.
S-28°00'
a-14.0
"L-E"524+44.57 P.S.C.
28°C.R.
TΔ 270°30'30"
Const. Gu
"L-E"532+11.77 P.C.S.
30'
125
125
ffic
230
per-
t Raised
PS

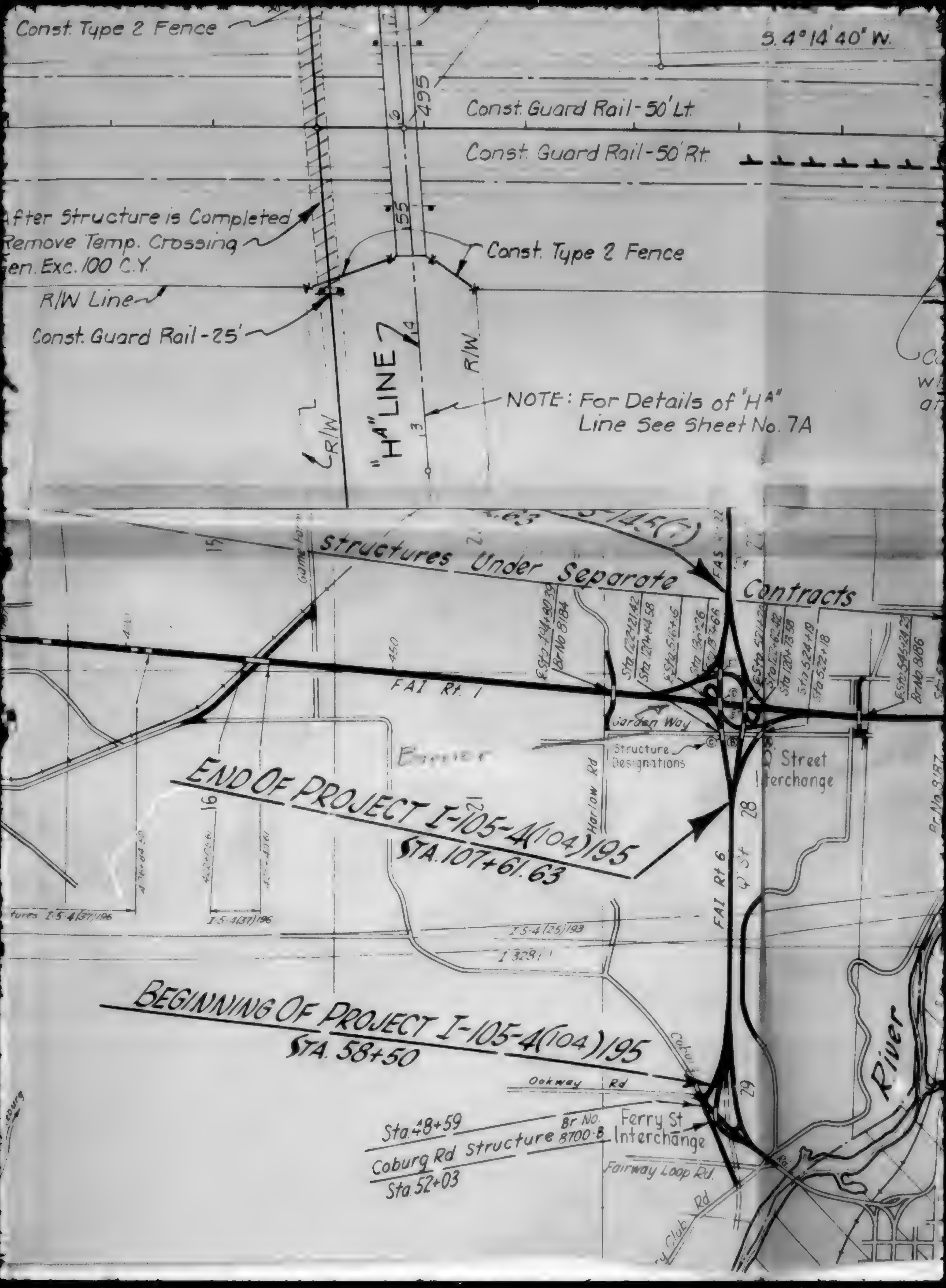

"Q" STREET INT
S.C.
7°30'C.R.
TΔ-69°07'23"
Ts-653.49'
Flood Way Ditch R/W Line
250'Sp.
S-9°22.5'
a 3.0
Const. Conc. Nosing,
Details see Sheet 2-D of pla
"QD"526+62.26 P.C.S.
"QD"529+12.26 P.S.
R/W
R/W Line
525
P.O.T.=
P.O.T.
30'
st. Metal Median Barrier-1737.5
S. 9°05'57" W.
250'
" W.
525
530
+15.6
+44.2
12'
12'
Const. Guard
Rail - 100'
4.57P.S.C.
525
12'
4'
30'30'
3-9'x7' R.C.B.C.
12'
Const. Raised A.C.
Traffic Markers
nst. Guard Rai
C.

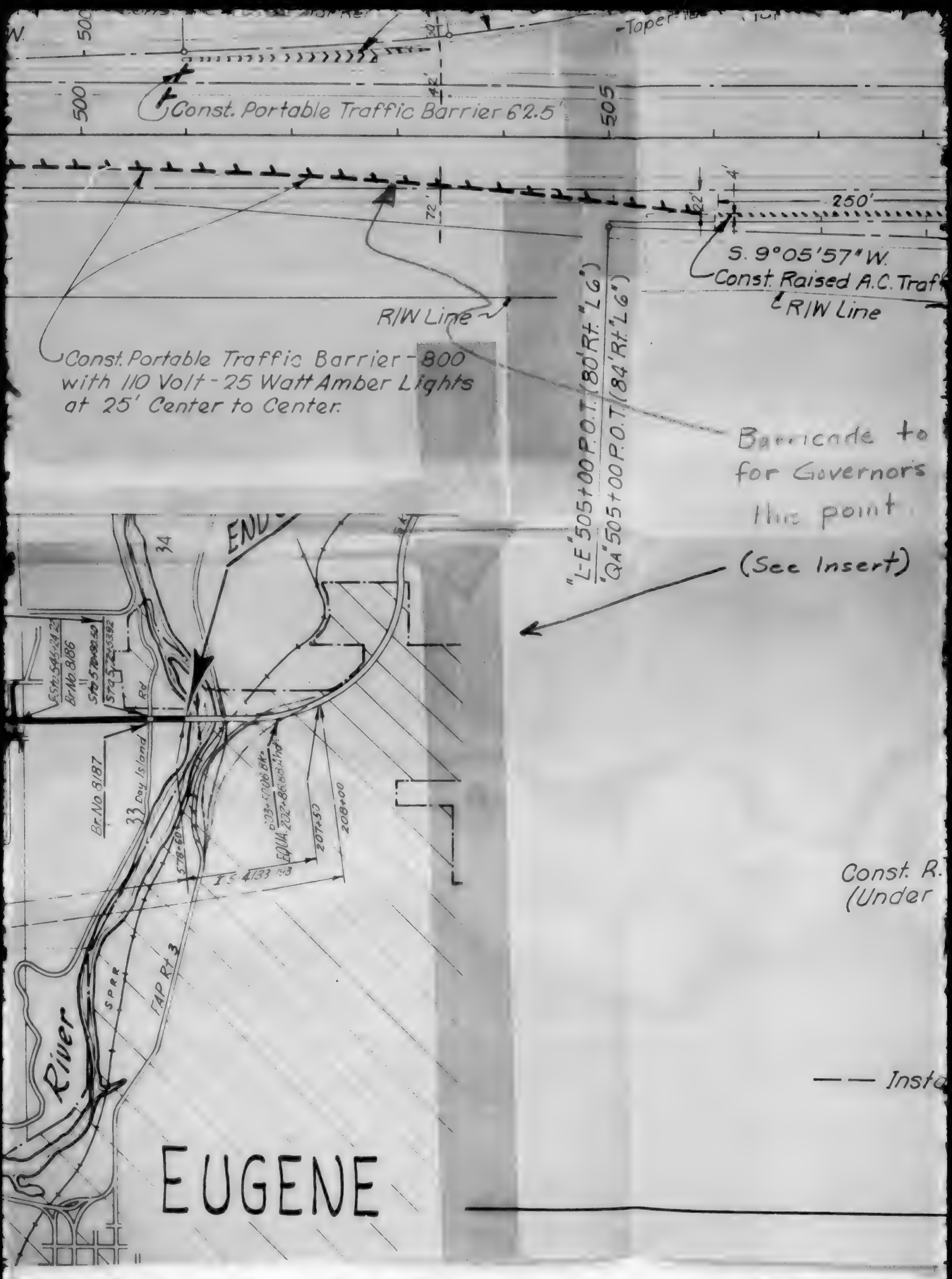
"Q" STREET INTERCHANGE

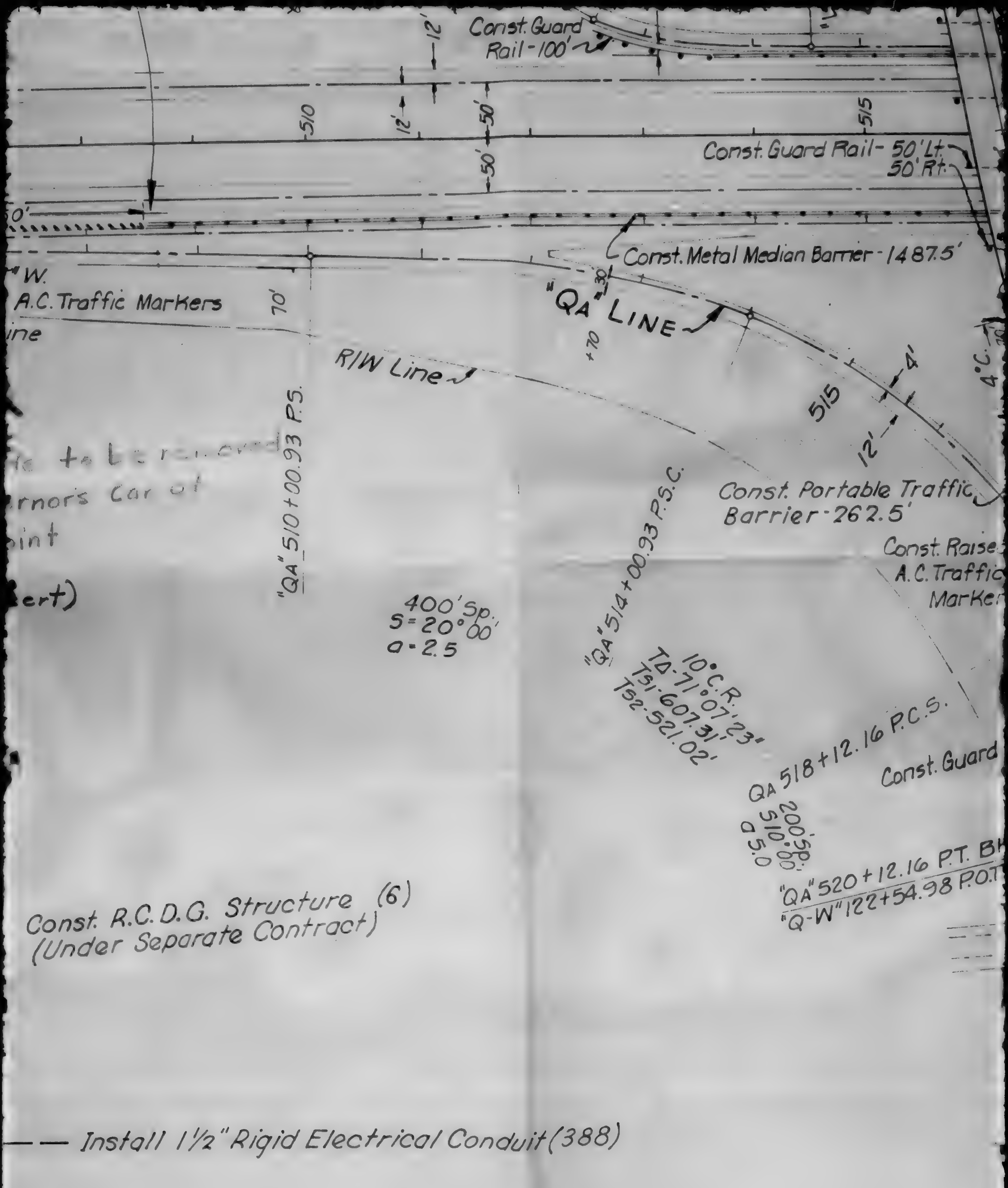


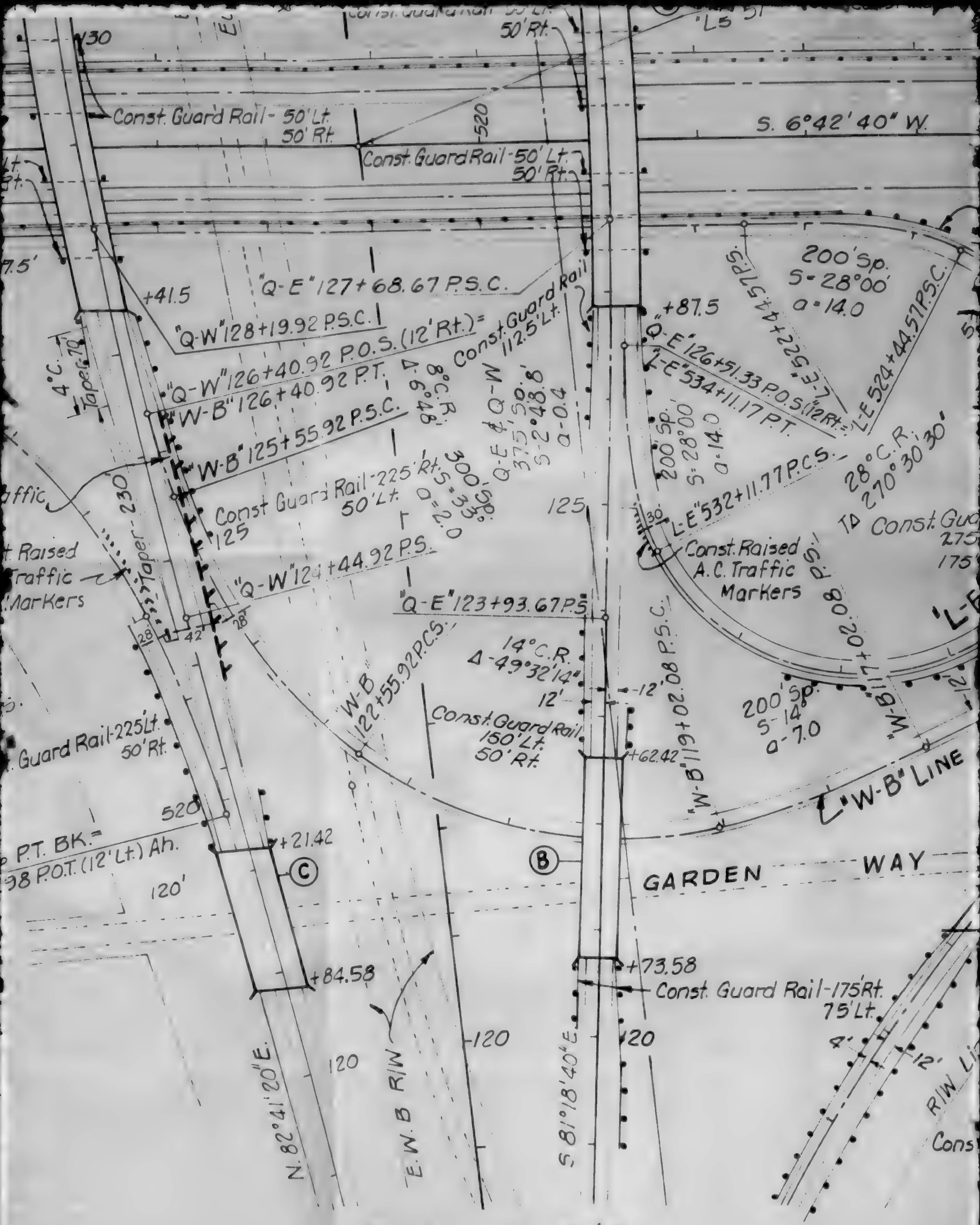

485
490
S. 6°42'40" W.
After St
Remove
Gen. Exc
R/W
Cons


3
10
E.Sta. 373+6.
Br. No. 8177
Rd. 1107
PACIFIC HIGHWAY
To Albany
4
McKenzie
9
335+70
344+
334+92
3 Structures I-5-4(
I-328(6)
I-5-4(20)198
River
3
Pacific
4
Highway
5
6
7
10
9
S.P.R.R.
To Roseburg
K. Cr.

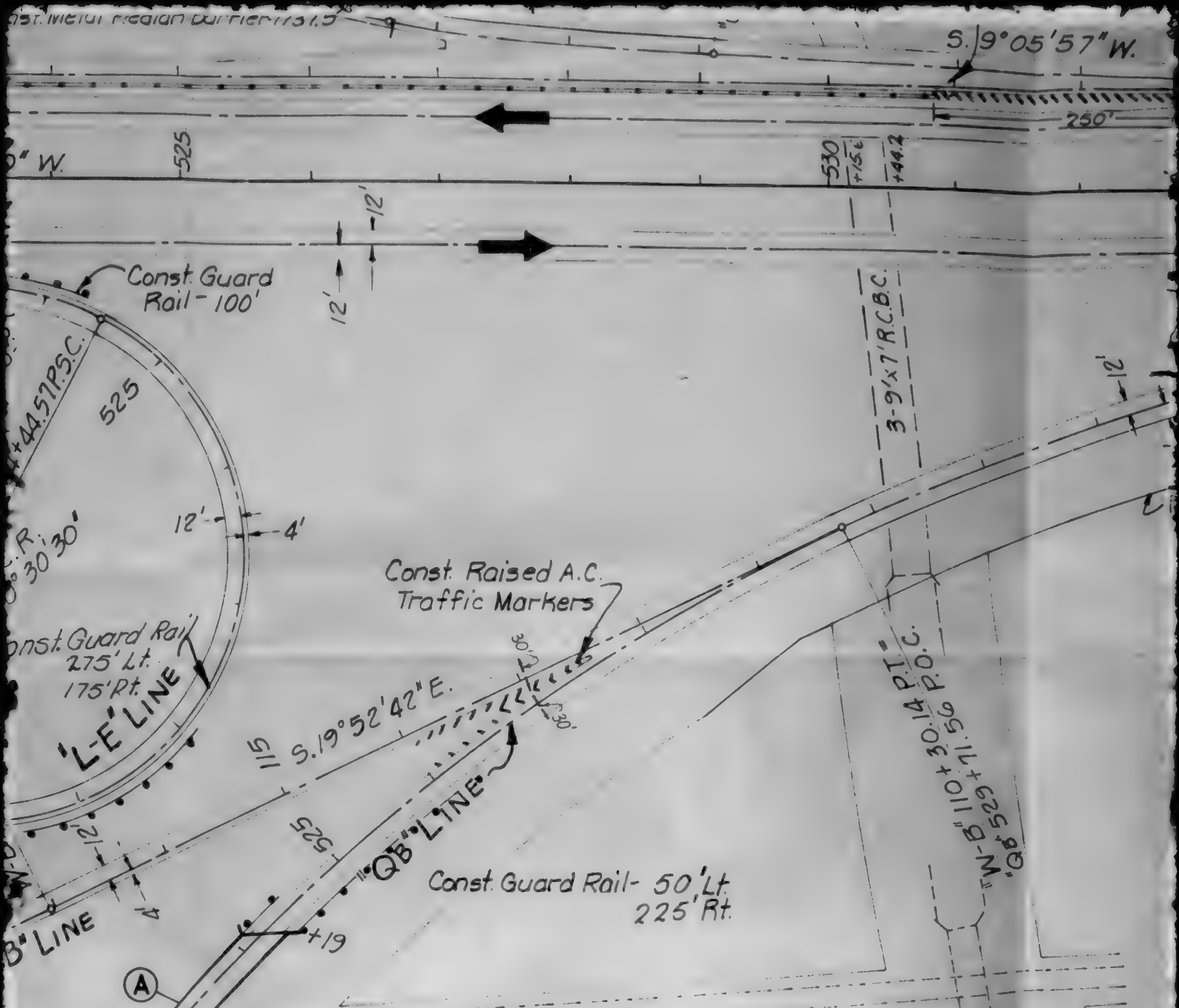

Const. Type 2 Fence
S. 4°14'40" W.
495
Const. Guard Rail - 50' Lt.
Const. Guard Rail - 50' Rt.
After Structure is Completed
Remove Temp. Crossing
Gen. Exc. 100 C.Y.
155
Const. Type 2 Fence
R/W Line
Const. Guard Rail - 25'
"H^A" LINE
14
R/W
NOTE: For Details of "H^A"
Line See Sheet No. 7A
R/W
13
Structures Under Separate Contracts
FAS Rt. 22
Game Farm
15
21
450
FAI Rt. 1
℄ Sta. 104+90.39
Br. No. 8184
Sta. 122+21.42
Sta. 124+64.58
℄ Sta. 516+15
Sta. 13?+26
Sta. 13?+66
℄ Sta. 521+20
Sta. 122+62.42
Sta. 120+73.58
Sta. 524+19
Sta. 522+18
℄ Sta. 545+24.23
Br. No. 8186
Garden Way
Structure Designations
Ⓒ Ⓑ Ⓐ
"Q" Street
Interchange
Harlow Rd
16
Br. No. 8187
END OF PROJECT I-105-4(104)195
STA. 107+61.63
FAI Rt 6
"Q" St
28
I-5-4(37)196
I-5-4(37)196
I-5-4(25)193
I 328(
BEGINNING OF PROJECT I-105-4(104)195
STA. 58+50
Coburg
Oakway Rd
29
River
Sta. 48+59
Br. No. 8700-B
Coburg Rd Structure
Sta. 52+03
Ferry St
Interchange
Fairway Loop Rd.
Country Club Rd
Coburg

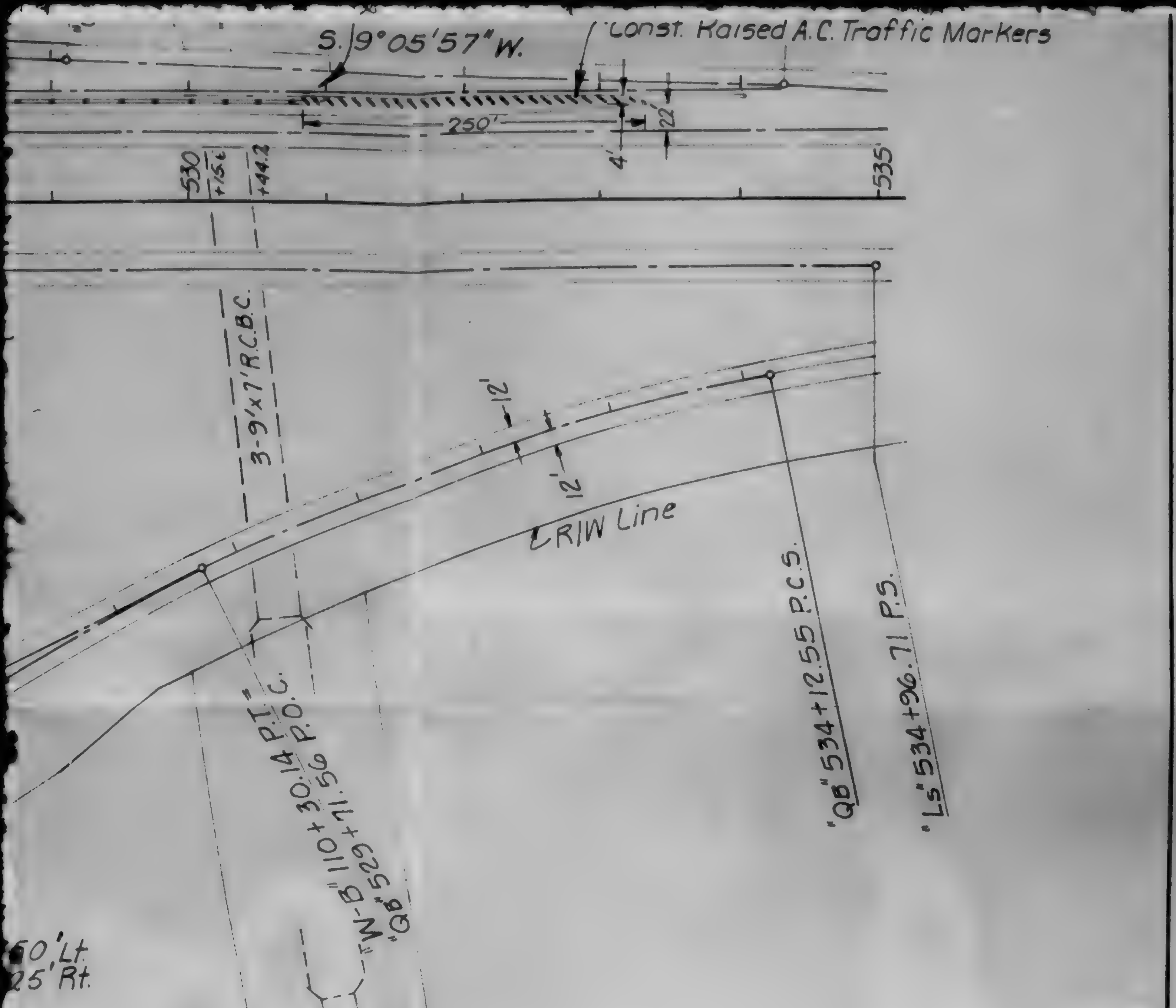

500
-Taper-
30'
42'
500
Const. Portable Traffic Barrier 62.5'
505
72'
22'
4'
250'
S. 9°05'57" W.
Const. Raised A.C. Traf
℄ R/W Line
R/W Line
Const. Portable Traffic Barrier - 800 with 110 Volt - 25 Watt Amber Lights at 25' Center to Center.
"L-E" 505+00 P.O.T. (80' Rt. "L6")
"QA" 505+00 P.O.T. (84' Rt. "L6")
Barricade to
for Governors
the point
(See Insert)
END
34
E Sta 545+24.22
Br. No. 8186
Sta 570+90.50
Sta 572+53.92
Rd
Br. No. 8187
33 Day Island
578+60
EQUA. 203+00.06 Bk.
202+86.88 Ahd.
207+50
208+00
I 5 4133 193
SPRR
FAP Rt 3
River
EUGENE
Const. R.
(Under
Insta


Const. Guard Rail-100'
12'
510
12'
50'
50'
515
Const. Guard Rail- 50' Lt. 50' Rt.
50'
Const. Metal Median Barrier - 1487.5'
W.
A.C. Traffic Markers
ine
70'
+30
"QA" LINE
+70
R/W Line
515
4'
12'
4° C.
to be removed
rnor's Car of
oint
ert)
"QA" 510+00.93 P.S.
Const. Portable Traffic Barrier - 262.5'
Const. Raise
A.C. Traffic
Marker
400' Sp.
S = 20° 00'
a = 2.5
"QA" 514+00.93 P.S.C.
10° C.R.
TΔ - 71° 07' 23"
TS1 - 607.31'
TS2 - 521.02'
QA 518+12.16 P.C.S.
Const. Guard
200' Sp.
S 10° 00'
a 5.0
"QA" 520+12.16 P.T. B
"Q-W" 122+54.98 P.O.
Const. R.C.D.G. Structure (6)
(Under Separate Contract)
Install 1½" Rigid Electrical Conduit (388)



SEE SHEET No. 8 & 9


st. Metal Median Barrier-1751.5
S. 9°05'57" W.
250'
" W.
525
530
+15.6
+44.2
12'
12'
Const. Guard Rail - 100'
+44.57 P.S.C.
525
R.
30°30'
12'
4'
3-9'x7' R.C.B.C.
12'
Const. Raised A.C. Traffic Markers
30'
30'
Const. Guard Rail 275' Lt. 175' Rt.
'L-E' LINE
S. 19°52'42" E.
115
525
"QB" LINE
12'
4'
"W-B" 110+30.14 P.T. = "QB" 529+71.56 P.O.C.
Const. Guard Rail - 50' Lt. 225' Rt.
B" LINE
+19
Ⓐ
AY
+18
12'
R/W Line
Const. Guard Rail - 300' Lt. 400' Rt.


S. 9°05'57" W.
Const. Raised A.C. Traffic Markers
250'
22'
4'
530
+15±
+44.2
535
3-9'x7' R.C.B.C.
12'
12'
℄ R/W Line
"QB" 534+12.55 P.C.S.
"Ls" 534+96.71 P.S.
"W-B" 110+30.14 P.I.
"QB" 529+71.56 P.O.C.
60' Lt.
25' Rt.

Map used by
Gov's driver

RECEIVED
NOV 30 1961
FOR FILING

5945

November 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering directional signing on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Contract No. 5945, in connection with Federal Aid Project No. I-5-3(9)190.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
NOV 30 1961
FOR FILING

5945

November 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide correction on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Contract No. 5945, in connection with Federal Aid Project No. I-5-3(9)190.

To correct the slide condition on the BM Line it will be necessary, after removal of the slide material, to drill and shoot a toe trench to hold a rock blanket. The blanket is provided for under contract items.

Copies of the sketch showing the remedial work to be done are attached. The work has been verbally recommended for approval by the BPR Area Engineer. Due to the necessity of controlling the slide, which is encroaching on private property, authorization has been given the Field to proceed as an emergency measure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
6 1961
FOR FIL

5945

477 Cottage Street, N.E.
Salem, Oregon

November 3, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Adjustment of Eugene Water and Electric Board power line
Judkins Point-Goshen Section, Pacific Freeway
Project I-5-3(9)190

Returned herewith are all copies of subject agreement upon which we wish to comment as follows:

The item "Remaining value of existing line in place" in the amount of $193.53 does not constitute a legitimate charge and could not be considered eligible for Federal participation if submitted. Labor and materials actually utilized in the move are the only charges which can legitimately be reimbursed.

Please make the necessary changes if you still wish to submit the adjustment for participation.

Attachments

RECEIVED
OCT 30 1961

FOR FILING

I- [illegible]
5944

October 27, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Judkins Point-Goshen Section
Pacific Highway, Lane County
Project No. I-5-3(9)190

Dear Sir:

Herewith are the following data covering adjustment of the power line of the Eugene Water and Electric Board in connection with construction on the subject project:

1. Two copies of our staff attorney's letter which establishes the obligation of the State to reimburse the board for adjusting its facilities.

2. Two copies of the estimate of cost for adjusting the facilities.

3. Two copies of the sketch prepared by the Board showing adjustments to be made.

Your approval of the agreement between the State and the Electric and Water Board, as evidenced above, and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
OCT 24 1961
FOR FILING

5945

Salem, Oregon
October 17 1961

File 12333 -
Judkins Point-Goshen Section
Pacific Highway
Standard Oil Company of California

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached are three fully executed copies of an agreement with the Standard Oil Company in regard to the State's drilling a new well for the Company on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

Please return one fully executed copy of the above agreement to this office after it has been recorded. We have retained a conformed copy.

Secretary

rn
Attach: 3

FORM E 30 ECM 8-61 24681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1961

SUBJECT: File 12333
Judkins Point-Goshen Section
Pacific Highway
Standard Oil Company of
California

To:
Mr. Floyd Query, Secretary
State Highway Commission
OFFICE

Attached in quadruplicate is an Agreement between the State Highway Commission and the Standard Oil Company of California in regard to the State's drilling a new well for the Company. The Standard Oil Company requests that the original and triplicate copies be returned to them. We would like to have the duplicate copy returned to this office for recording. The fourth copy may be retained by you for the Commission's files until such time as the duplicated executed copy is returned by us.

The transaction was approved on Page 44 of the Right of Way Resolution of September 15, 1961. The document, as presented, bears the approval of the Standard Oil Company, Staff Attorney, Chief Counsel, and Assistant State Highway Engineer for the Highway Commission.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS:ls
Attach: Agreement in quad.

[illegible] Commission
[illegible] 9-15-61 R/W Reso page 44
Floyd Query
Secretary

RECEIVED
[illegible] 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 17 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5145

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 16, 1961

Western Union Telegraph Company
742 Market Street
San Francisco 2, California

Attention: Mr. E. E. Bolz

Telegraph Line Adjustments
Judkins Point-Goshen Section
Pacific Highway
Lane County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on the above-named project have been approved by the State and the Bureau of Public Roads as of September 28, 1961.

Reimbursement for work done subsequent to this date will be subject to the provisions of PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

By C Baker

C. H. Baker
Ass't. Field Construction Engineer

FS:fp
cc C. G. Polk
Forrest Cooper ✓
C. H. Maison
R. L. Porter
F. D. Morgan
H. E. Mayfield

NOTED
FORREST COOPER

RECEIVED
OCT 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1961
FOR FILING

I-5
[illegible]

477 Cottage St. N.E.
Salem, Oregon

October 11, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: T. Dec
District Engineer

Utility Adjustment - Western Union Telegraph Co.
Judkins Point-Goshen Section, Pacific Highway
Project I-5-3(9)190

We hereby approve the agreement evidenced by the exchange of correspondence between the State and the utility company.

Authorization to proceed with the work is granted as of September 28, 1961. Approval is subject to the provisions of PPM 30-4.

Porter

RECEIVED
1961
FOR FILING
5945

File copy

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 2, 1961

Pacific Northwest Bell Telephone Co.
509 S. W. Oak Street
Portland 4, Oregon

Re: Pacific Northwest Bell Telephone
Telephone Line Adjustments
Judkins Point-Goshen Section
Pacific Highway
Linn County

Gentlemen:

Bids on the above-titled project were received on June 27, 1961, and certain of your facilities must be adjusted in order to accommodate the highway construction. The conflicts are as follows:

Three poles in the vicinity of "EM^2" Line Station 15+00

Three poles in the vicinity of "EM^2" Line Station 24+00

As these facilities were located on private property it will be the obligation of the State Highway Commission to reimburse you for the proper and reasonable cost of the adjustment under Poloicy and Procedure Memorumdun No. 30-4, issued by the Bureau of Public Roads, and amendments and supplements thereto. In the event that any of the work for which the State is to make reimbursement is let to contract, your special attention is called to paragraph 6 of PPM 30-4. Under this provision, work performed by anyone not on the payroll of your company as a regular employee is considered as contract work; for example, the employment of a consultant engineer.

In order that we may comply with the federal regulations, it is requested that you submit a sketch map or maps together with an estimate of the work in conformance with the requirements of PPM 30-4. These should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. The State will advise you of authority to proceed with the necessary work. For your information a set of instructions is attached hereto relative to billing under PPM 30-4.

Further details may be secured form Mr. H. E. Mayfield, 2141 East 15th Street, Eugene, who is resident engineer on the project. In the event the relocation is on highway right of way Mr. D. J. Sage, district maintenance superintendent, should be contacted in regard to obtaining a permit for the said location.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:ks - enc.

cc: C. H. Baker
Ted Litchfield
H. E. Mayfield
Frank Morgan
D. J. Sage
G. W. Ross
C. H. Maison
M. E. Bousha

RECEIVED
[illegible] 27 1961
LEGAL & RIGHT OF WAY

FORM E-30 50M 5-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1961

SUBJECT: Pacific Northwest Bell Telephone Co.
Telephone Line Adjustments
Judkins Point-Goshen Section
Pacific Highway
Lane County

To:

MR. L. I. Lindas
Chief Counsel
OFFICE

Attention: Mr. Glen Sorenson

reimbursement
9/6

Bids were opened on the above-named project on June 27, 1961. A telephone line owned by the Pacific Northwest Bell Telephone Company, 410 N. E. Clackamas, Portland 12, is in conflict with the proposed construction. This line is contacted on Western Union Telegraph Company poles which are in conflict in two locations.

In the vicinity of "EM^2" Line Station 15+00 are three poles.

In the vicinity of "EM^2" Line Station 24+00 are three poles.

These poles are on private property and it is the obligation of the State to reimburse the company for the cost of adjusting their facilities on private property.

In view of the above, it is recommended that the company be requested to submit an estimate and sketch map of the required work in accordance with the terms of PPM 30-4. The State will then obtain the authority to proceed with the work and will notify the company when such authority is received.

Mr. H. E. Mayfield, 2141 East 15th Street, Eugene, is resident engineer on the project. Mr. D. J. Sage is D.M.S. for District 3-A.

Tom Edwards
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

FS:fp

RECEIVED
OCT 3 1961
FOR FILING
[illegible]

Salem, Oregon
October 2, 1961

Mr. C. H. Baker

I am attaching hereto copy of a letter from Morgan to Merchant concerning additional guard fence recommended on the Judkins Point job. If the Bureau will approve this addition, I believe we should do it now as a part of the interstate contract rather than wait until we are under pressure from people and have to do it as a State job.

Will you please see if you can get the approval of the Bureau for this.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
SEP 28 1961
FOR FILING

5945

September 28, 1961

Judkins Point-Goshen Section
Pacific Highway, Lane County
Project No. I-5-3(9)190

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith are the following data covering the adjustment of Western Union Telegraph Company lines in connection with construction of the subject project:

1. Two copies of Assistant Highway Engineer's letter and Article 4 of the Telegraph Company-Southern Pacific Railroad Company agreement which establish the obligation of the State to reimburse Western Union Telegraph Co. for making the adjustments.

2. Two copies of the Company's estimate of cost for making the adjustments.

3. Two copies of the sketch prepared by the Company showing adjustment to be made.

Your approval of the agreement between the State and Western Union Telegraph Co. as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
OCT 12 1961
FOR FILING

5145

Salem, Oregon
September 27, 1961

Agenda Item 5-ee

Judkins Point-Goshen Section
Pacific Highway
Southern Pacific Company

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached is a fully executed copy of an Indenture with the Southern Pacific Company covering the grant of easement to the State for highway slope and drainage encroachment on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

A fully executed copy of the above Indenture has been sent to the Southern Pacific Company and two partially signed copies have beensent to Mr. W. C. Williams.

After this Indenture has been recorded please return it to this office for the Commission's files.

Secretary

rn
At ach: 1

Salem, Oregon
September 26, 1961

Agenda Item 5-ee

Judkins Point-Goshen Section
Pacific Highway

Mr. W. C. Williams
State Highway Engineer
Office

Attached are two partially executed copies of an Indenture with the Southern Pacific Company covering the grant of easement to the State for highway slope and drainage encroachment on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

A fully executed copy of the above Indenture has been retained in this office for the Commission's files and one fully executed copy has been sent to the Southern Pacific Company.

Secretary

rn
Attach: 2

Mr. Query

FORM E-129-X 50M 5-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

AGENDA
SEP 15 1961

* 5ee

September 13, 1961

Oregon State Highway Commission

Gentlemen:

In the construction of the Judkins Point-Goshen Section of the Pacific Highway in Lane County we require an encroachment from the Southern Pacific Company. There will be before you at this meeting of the Highway Commission an indenture granting us the easement which we require.

I would recommend that you approve the indenture and authorize its signature by the Secretary.

Very truly yours,

Forrest Cooper
Forrest Cooper
Acting State Highway Engineer

(A)
2 COPIES TO
BE SIGNED

NOTED
FLOYD QUERY

M

4-55

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

B-2660

IN REPLY PLEASE REFER TO

323-3

September 12, 1961

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engineer

Dear Sir:

Referring to your file Judkins Point-Goshen Section, Pacific Highway, Lane County:

Attached are duplicate counterparts and two extra copies of proposed indenture covering grant of easement to the State for highway slope and drainage encroachments as illustrated on our drawing A-2264, revised June 1, 1961.

You will note that in order to save time we have the counterparts executed on behalf of Southern Pacific Company. Please have the counterparts executed on behalf of the State, after which the original counterpart should be returned to us for our records. The extra copies of the document are for your information pending final execution.

Yours truly,
A W Kilborn

RECEIVED
SEP 1 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1961
FOR FILING

FORM E-50 50M 7-60 29395

5945

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1961

REFERRED TO
Cooper
State Highway Engineer

SUBJECT: Agenda Item 5-ee

Judkins Point-Goshen Section
Pacific Highway

To:

Mr. W. C. Williams
State Highway Engineer
Office

Attached are two partially executed copies of an Indenture with the Southern Pacific Company covering the grant of easement to the State for highway slope and drainage encroachment on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

A fully executed copy of the above Indenture has been retained in this office for the Commission's files and one fully executed copy has been sent to the Southern Pacific Company.

Floyd Query
Secretary

rn
Attach: 2

1 - Const.
1 - F. Morgan

RECEIVED
SEP 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1961
FOR FILING

5945

September 26, 1961

Southern Pacific Company
Union Station
Portland 9, Oregon

Re: 323-3

Gentlemen:

We are enclosing for your records and files a fully executed copy of an Indenture between the Southern Pacific Company and the State Highway Commission covering grant of easement to the State for highway slope and drainage encroachment on the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
-Enc. 1

RECEIVED
SEP 25 1961
FOR FILING
I-5-3(9)190
$945

Salem, Oregon
September 25, 1961

Western Union Telegraph Lines
Judkins Point-Goshen Section
Pacific Highway

Mr. Tom Edwards
Construction Engineer
BUILDING

Attached are plans and estimate of the cost of revision of the Western Union Telegraph Company lines on the railroad encroachment on the Judkins Point-Goshen Section.

The money should be set up in the Project Authorization and notification whould be given to Western Union Telegraph Company far enough in advance so that they can get out of our way.

You will note that Pacific Telephone and Telegraph Company has cables on their poles and that their costs are not included in the estimate. I would suggest that $300 be added to the estimate to cover these PT&T costs.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

THE WESTERN UNION TELEGRAPH COMPANY
125-12TH STREET
OAKLAND, CALIF.

F. L. SULLOWAY
AREA PLANT SUPERINTENDENT

September 18, 1961

JOB 5502-61 - Goshen-Springfield Junction, Oregon

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Assistant
State Highway Engineer

Gentlemen:

Kindly be referred to your letter dated June 5, 1961, and our letter dated June 29, 1960, concerning the necessary rearrangements to our facilities due to the improvements to a section of Pacific Highway in Lane County between Goshen and Springfield Junction, Oregon.

Due to State's realignment of the original plans the interference to our pole line is not as extensive as first submitted to your office in our plans and letter of June 29, 1960.

On August 25, 1961, State's representative Mr. Wolfe and Telegraph Company's Mr. J. C. Britten covered this proposed conflict in the field and it was agreed that it would be necessary for the Telegraph Company to set two poles, three anchors and one push brace thus removing two poles and six anchors in order to stay clear of State's proposed fills and slopes. These locations are shown in detail on the attached three copies of our field sheet (no scale).

The estimated cost of the proposed work is as follows:

RECEIVED
SEP 20 1961
OREGON
STATE HIGHWAY COMMISSION

Job 0-5502-61

Labor	$675
Social Security & Unemployment Insurance Taxes	28
Supervision	135
Engineering Expense	60
Material	80
Supply Expense	8
Freight Charges	10
Truck Rental	30
Miscellaneous Expense	10
Gross Cost	$1036
Salvage	None
Net Cost	$1036

Billing to be on actual cost basis.

When submitting State's billing authority please specify the date it is desired our line changes be completed. We will need as much advanced notice of such date as possible in order for us to acquire and assemble the necessary materials.

The Pacific Telephone & Telegraph is to handle their two cables that are attached to our poles of which no cost has been entered into our estimate.

Yours truly,

F. J. Galloway cas
Area Plant Superintendent

Encs.

RECEIVED
SEP 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 14 1961
FOR FILING

I-5-3(4)190

5915

September 13, 1961

Oregon State Highway Commission

Gentlemen:

In the construction of the Judkins Point-Goshen Section of the Pacific Highway in Lane County we require an encroachment from the Southern Pacific Company. There will be before you at this meeting of the Highway Commission an indenture granting us the easement which we require.

I would recommend that you approve the indenture and authorize its signature by the Secretary.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc Mr. G. S. Paxson

GSP:ae fn

RECEIVED
SEP 8 1961
FOR FILING

5945

September 6, 1961

Oregon State Highway Commission

Gentlemen:

Effective 8:00 a.m., Wednesday, September 6, permission was granted for the establishment of a 35-mile-per-hour construction speed zone on the [illegible] Point-[illegible] Section of the Pacific Highway, No. 1, between M. P. 127.09 and M. P. 130.41.

Your concurrence is requested in the establishment of this construction speed zone.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall

VPJ:pk fn

RECEIVED
SEP 11 1961
FOR FILING

COMMISSIONERS
M[illegible]ER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5945

September 6, 1961

Mr. Lee Bown, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M., Wednesday, September 6, 1961, approval was granted for the establishment of a 35 MPH construction speed zone on the Judkins Point-Goshen Section of the Pacific Highway between M.P. 127.09 and M.P. 130.61.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

pk
bc: G. S. Paxson ✓

NOTED

RECEIVED
AUG 18 1961
FOR FILING

[illegible]

5945

August 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Contract No. 5945, in connection with Federal Aid Project No. I-5-3(9)190.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 31 1961
FOR FILING
5945

FORM
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 28, 1961

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5945, awarded July 6, 1961, for grading-paving-structures on the Judkins Point-Goshen Section of Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUL 6 1961
FOR FILING

July 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and structures on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Project I-5-3(9)190, to Roy L. Houck Sons' Corporation on the basis of the bid of $1,576,921.60 submitted on June 27, 1961.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bm

477 Cottage Street, N. E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

July 6, 1961

08-35.4-0

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project I-5-3(9)190, Judkins Point-Goshen Section of the Pacific Highway, Contract No. 5945

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-5-3(9)190, Judkins Point-Goshen Section of the Pacific Highway we hereby concur, as of this date, in award of Contract No., 5945 to Roy L. Houck Sons Corporation, of Salem, Oregon, low bidder in the amount of $1,576,921.60 at the June 27, 1961 bid opening.

Porter

NOTED
FORREST COOPER

RECEIVED
JUL 10 1961
FOR FILING

5945

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

CTA

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

PRA184 Copy to Porter 7/7/61.

1961 JUL 5 PM 6 52

RECEIVED
JUL 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

PR LLA272 PD=FAX PORTLAND ORG 5 716P PDT=
G S PAXON ASST HIWAY ENGR STATE OF OREGON=
SALEM ORG=

NOTED
G. S. PAXSON

UNDERSTAND STATE WITHHOLDING AWARD CONTRACT ON JOB BETWEEN FOSHEN AND JUDKINS PENDING RECEIPT SLOPE EASEMENT FROM THIS COMPANY. THIS TELEGRAM TO ADVISE YOU THAT OUR MANAGEMENT HAS AUTHORIZED FRANT OF SLOPE EASEMENT TO STATE ON USUAL TERMS AND STATES OFFER OF $50 ACCEPTABLE. EASEMENT DOCUMENT WILL BE PREPARED SHORTLY BUT HAVE NO OBJECT TO STATES AWARDING CONTRACT AND PROCEEDING WITH WORK IMMEDIATELY=

H M WILLIAMSON CHIEF ENGR SOU PAC CO SANFRANCISCO CALIF.

WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

I-5-3(9) Judkins Point-Goshen Sec., 1961
190 Pacific Hwy., S. of Eugene
#5945 Folder # 1

C & A 1904 6-15-61
C & A 2232 2-7-61
C & A 1952 4-9-58

Mr. Cooper

RECEIVED
JUN 22 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-5-[illegible]

June 22, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Right of Way Status
Judkins Point-Goshen
Project

Dear Mr. Polk:

By a letter dated June 5, 1961, you were advised that certain files on this project would not be closed until June 15, 1961. All files have now be closed by option, permit of entry or filing of condemnation suits. If you have further question regarding the status of this project, please advise.

Very truly yours,

L. I. Lindas
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

DHM/djh

cc: Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. R. L. Porter

RECEIVED
JUN 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

MISC. CONTRACTS and
AGREEMENTS No. 1204

RECEIVED
JUL 11 1961
FOR FILING

[illegible]
5945

Salem, Oregon
June 15, 1961

Agenda Item 4-1

Cooperative Construction Agreement
Riverview St., 16th Ave. & Augusta St.
Judkins Point-Goshen Section
Pacific Highway

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attached is a conformed copy of an agreement with the City of Eugene covering the Riverview St., 16th Ave. & Augusta St. Section of the Pacific Highway in the City of Eugene.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Eugene.

Secretary

rn
Enc.

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

AGENDA
JUN 9 1961
4 L

June 7, 1961

Oregon State Highway Commission

Gentlemen:

In the early development of the freeway plan south of Judkins Point, the interchange pattern required joint agreement with the Eugene Water and Electric Board and the City of Eugene to provide proper rearrangement of city streets and power lines. As a result of this plan, an agreement was entered into with the Eugene Water and Electric Board and approved by the Highway Commission on October 4, 1957, wherein the State received payment in the amount of $6,916. Early agreement had been necessitated by the required Eugene Water and Electric Board power line relocations caused by highway construction north of the Willamette River.

In 1960, industrial development south of Judkins Point indicated a desired revision in our interchange plan. The new plan worked out provides better service to this area and to south Eugene. An overall saving of $65,000 was achieved.

As a part of this revised plan, it was necessary that the State improve Augusta Street in order that proper access could be achieved to an area which would have been served by the former interchange. The City of Eugene wishes to improve Augusta Street beyond the standards necessary for access purposes and has made a proposal that if the State will pay to the City the approximate amount that it would cost the State to make the improvements agreed to that the City would relieve the State of any further obligation in this matter. This cost has been determined at $15,000. This is a desirable and mutually beneficial solution. It is my recommendation that you approve the agreement suggested by the City and also approve the payment of $15,000, which will relieve the Highway Commission of any further obligation.

This matter will be on the agenda for your consideration at the June 9 meeting.

1 copy to [illegible]

Very truly yours,

W. C. Williams
State Highway Engineer

By
Forrest Cooper
Deputy State Highway Engineer

Ⓐ
2 COPIES TO
BE SIGNED

NOTED
FLOYD QUERY

E. R.

FORM E-30 90M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1961

SUBJECT: Cooperative Construction Agreement
Riverview St., 16th Ave., & Agusta St.
Judkins Point-Goshen Section
Pacific Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Building

On the 4th October, 1957, the State Highway Commission, the city of Eugene and the Eugene Water and Electric Board entered into a cooperative agreement in the Judkins Point Interchange area. This agreement was based upon our interchange plan that we had designed at that time, a copy of which is enclosed. The Eugene Water and Electric Board requested that our proposed frontage road in this area be relocated so they could build a transmission line and facility through the area on property which the Highway Department expected to locate the frontage road. As a result of this request, the frontage road was relocated and the necessary rights of way purchased. The Eugene Water and Electric Board agreed to pay the additional cost for the right of way and the additional cost for the construction of the frontage road. The Eugene Water and Electric Board deposited with the Highway Department a check for $6,916 for the difference in cost between the two frontage roads.

The City by this agreement consented to the use by the State for state highway purposes that portion of Agusta Street from the north lane of 16th Street to the vicinity of 18th Street. The City also enacted and are required to enforce the necessary ordnance or resolution vacating the alley in block 6 of the first addition to Kincaid Park that was necessary for highway purposes.

The State by this agreement agreed to obtain all necessary rights of way, prepare all plans, let all contracts and supervise the construction of the revised frontage road system. At the time of this agreement, this frontage road was deemed necessary to connect the street system to the connections that provide access to and from the proposed freeway. I believe the contents of this agreement clearly obligated the State to construct the proposed frontage facility.

In the early part of the year 1960, Lane County, Dale Fischer and representatives of the Papé Equipment Company approached the State with a request to redesign the Judkins Point Interchange and provide a better connection in the Henderson Avenue area. As a result, the whole interchange system in this area was redesigned. I am including herewith a copy of that redesigned interchange layout. The Bureau of Public Roads indicated that the conditions in the area had changed and that they would no longer participate in the construction of the frontage road along Agusta Street. We were approached later by the city of Eugene with the request that we allow them to construct the frontage road as shown in the October 1957 agreement so they could install their standard city street section and assess the adjoining property owners for the additional cost. An estimate was prepared of our proposed frontage road in this area which we were obligated to build by the October 1957 agreement. This cost estimate was approximately $15,000. The city of Eugene expects us to live up to our obligation in this area and as a result cooperative construction agreement was prepared between the City and the State.

The redesigned interchange in this area resulted in an overall savings in construction costs of $65,000, and an improved interchange design with better traffic operational features was obtained. Also, better service to the industrial area in the Henderson Avenue vicinity resulted. The cost to the road user for the redesigned interchange location will be lower because of the more direct routings and shorter travel distances involved. This redesigned interchange also fits into the overall arterial highway plan that has been developed by the Central Lane County Planning Commission for the Eugene-Springfield area. Our original design made this connection much more difficult. To construct the original design, it was necessary to construct a rather expensive detour while the structure was being constructed to carry a roadway under the existing highway. The new design resulted in the savings of this detour cost and eliminated the inconvenience to the traveling public that is always present in a detour location. All the above advantages of the new interchange location were presented to the Bureau when we were trying to obtain their participation in the Agusta Street reconstruction. They maintain that their policy and procedure memorandum allows them to participate in the construction of frontage facilities only to a connection with an existing roadway, and therefore, could not approve the reconstruction of Agusta Street with Interstate funds.

I am returning herewith the three copies of that agreement which you forwarded to me for an explanation.

Tom Edwards
Construction Engineer

GKA:jp

Cooperative Construction Agreement
Riverview Street, 16th Ave., & Agusta Street
Judkins Point-Goshen Section
Pacific Highway
City of Eugene

April, 1961

DISTRIBUTION SHEET. NOT A PART OF ATTACHED DOCUMENT.

Copies Distributed as Follows:

City of Eugene 1

County of ____ ___

W. C. Williams		Office Engineer	1
Forrest Cooper		Personnel	
G. S. Paxson		Right of Way	
P. M. Stephenson		Secretary	1 ✓
Accounting		Sec. of State	
Bridge		Sign	
Construction		Traffic	
County & City	1	Permits	
Legal		Maintenance	
Division # 3	2		
D.M.S. #			

RECEIVE
JUN 15 1961
FOR FILI

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 15, 1961

Spec

TO PROSPECTIVE BIDDERS ON THE
JUDKINS POINT-GOSHEN, GRADING,
PAVING AND STRUCTURES PROJECT

Gentlemen:

Correction Letter No. 2

This letter is to advise you of changes in the special provisions and plans for the above-named project, bids for which are to be received in Salem on June 27, 1961.

On Page 57 of the special provisions under the heading "Article 2.4.2 - 'Care and Storage of Concrete Aggregates' (Supp. 4-59)," the second paragraph will be deleted and the following paragraph substituted in its stead:

"Coarse aggregate shall conform to the specifications therefor as set forth in the accompanying insert titled 'Supplemental Standard Specifications For Portland Cement Concrete' under the subheading '(c) 2.20.5 and 2.33.6 Coarse Aggregate'."

On Page 86 of the special provisions the following specification will be inserted ahead of the provisions for "RAILINGS":

"Article 2.11.3 - 'Bronze Plates' (Supp. 3-59)

"Self-lubricating bronze plates shall comply with the following:

"Material for plates shall conform to the standard specification for Bronze Castings for Bridges and Turntables, ASTM Designation: B 22, Alloy B. Details of the plates shall be as shown on the plans.

"Both bearing surfaces shall be provided with trepanned recesses (not grooves) which shall not extend through the plate. The recesses shall be filled with a lubricating compound capable of withstanding exposure to atmospheric conditions and consisting of graphite and metallic

NOTED
FLOYD QUERY

substances with a lubricating binder. The lubricating compound shall be pressed into the recesses so as to form dense, nonplastic lubricating inserts. The lubricating area shall comprise not less than 25% of the total area of the plate and the coefficient of friction shall not exceed one-tenth.

"Plates shall be an article of standard production by an established manufacturer of such equipment such as 'Lubrite' as manufactured by Merriman Brothers, Inc., Boston, Massachusetts, or an approved equal.

"No separate payment will be made for self-lubricating plates nor for the entire expansion assembly as it is understood that the cost thereof is included in the amounts bid for some one or more of the items listed on the schedule of bid items."

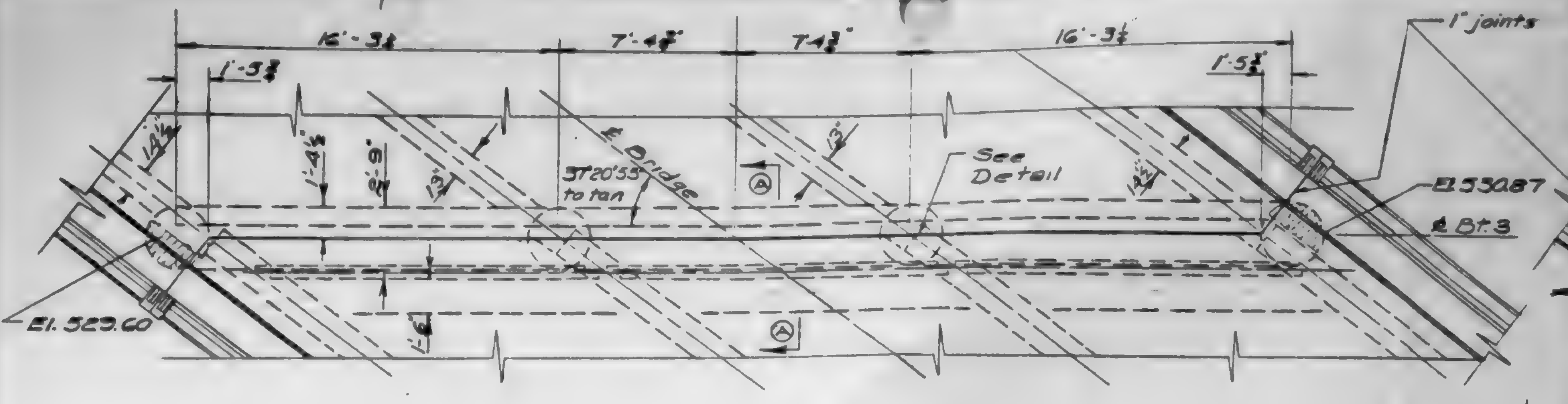
Enclosed find revised drawing Nos. 16604, 16605, 16609 and 16249, with revisions as noted thereon. Please destroy the prints of the old drawings bearing these numbers and substitute the above in their stead.

The above changes will be reflected in the contract and plans for the construction of this project and your bid will be understood to have been made accordingly.

Very truly yours,

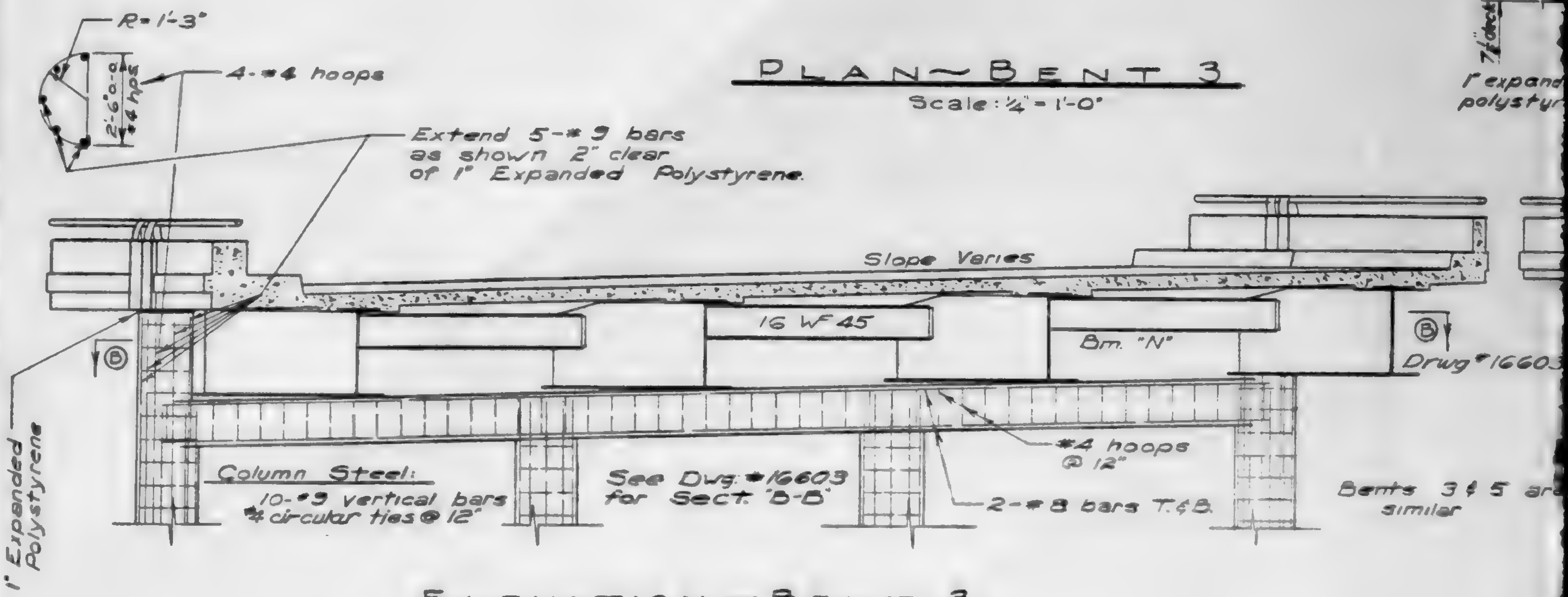
W. C. Williams
State Highway Engineer

By Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer



PLAN ~ BENT 3

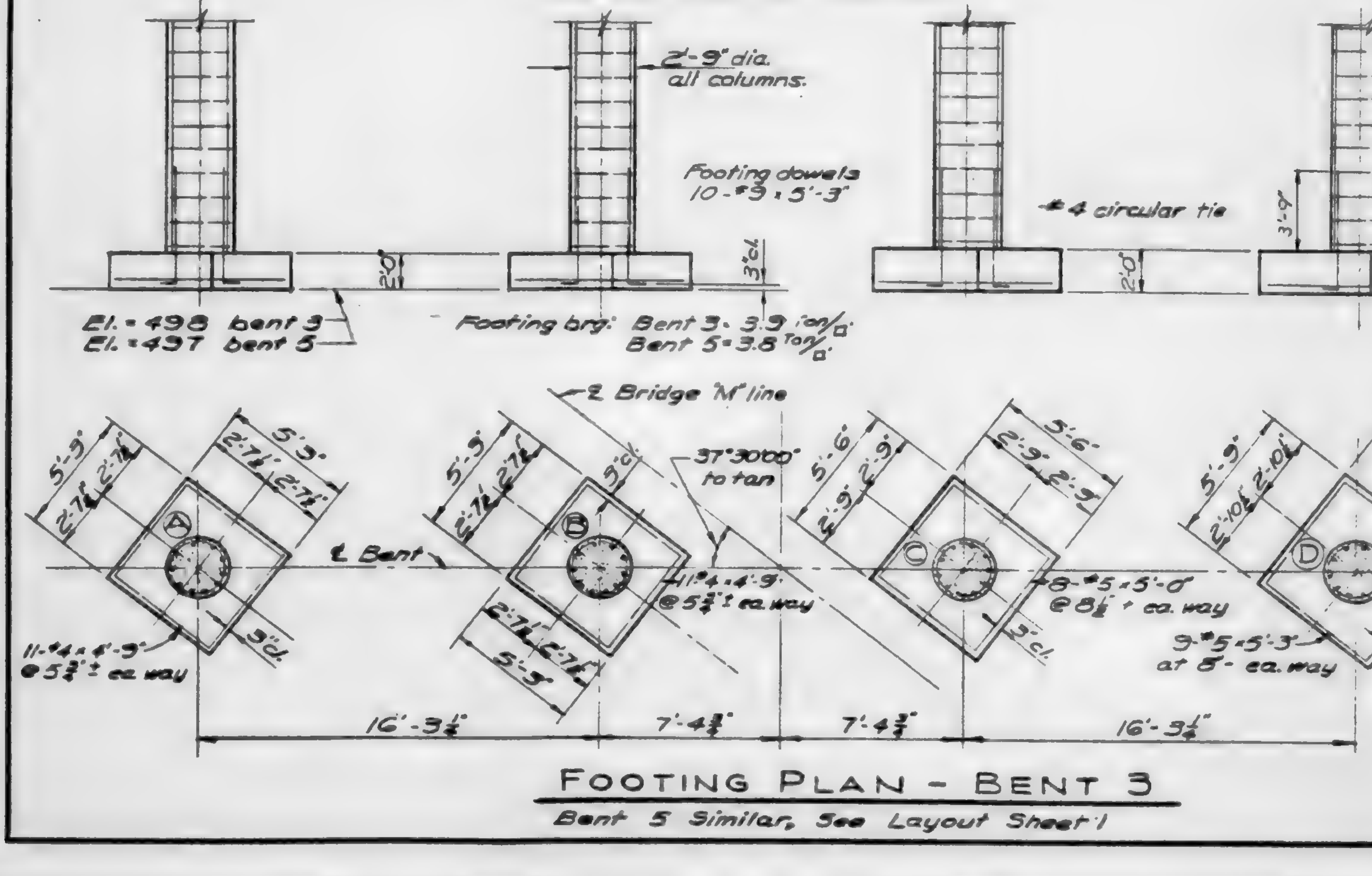
Scale: ¼" = 1'-0"



ELEVATION ~ BENT 3

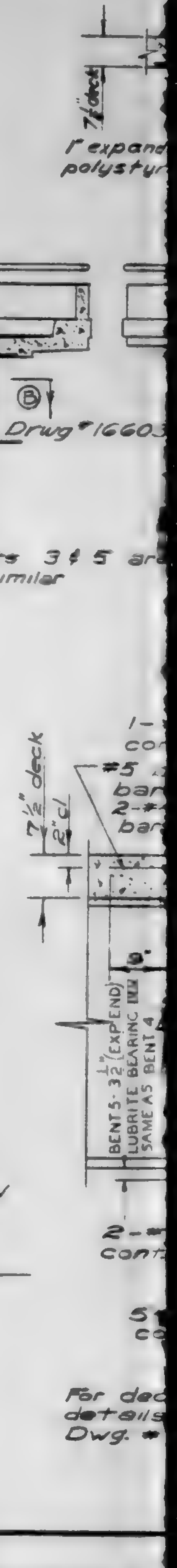
Scale: ¼" = 1'-0"

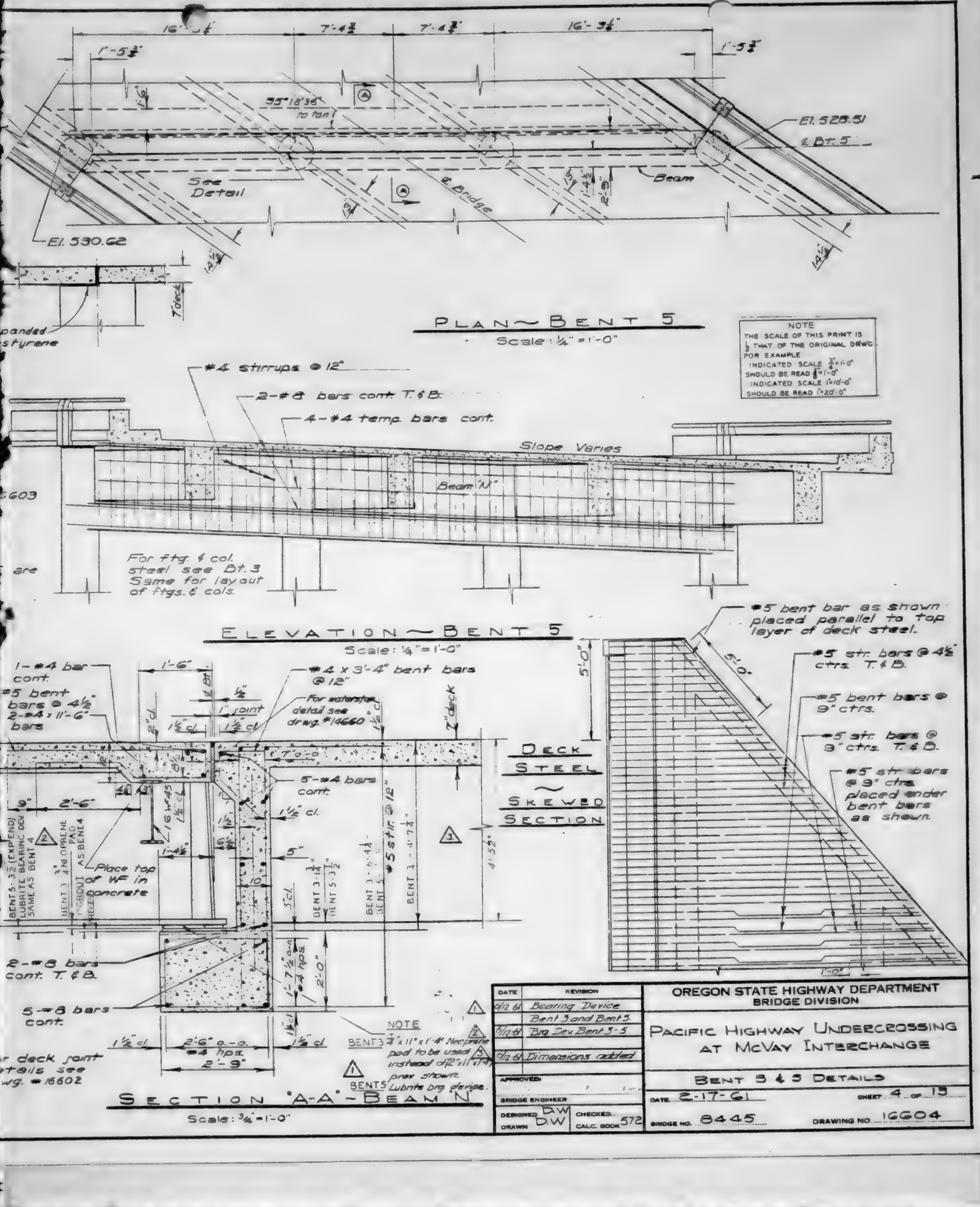
LOOKING BACK ON STATION.



FOOTING PLAN - BENT 3

Bent 5 Similar, See Layout Sheet 1





PLAN ~ BENT 5

Scale: ¼" = 1'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE ½" = 1'-0" SHOULD BE READ ¼" = 1'-0"
INDICATED SCALE 1" = 10'-0" SHOULD BE READ 1" = 20'-0"

ELEVATION ~ BENT 5

Scale: ¼" = 1'-0"

DECK STEEL ~ SKEWED SECTION

SECTION "A-A" - BEAM N

Scale: ¾" - 1'-0"

NOTE

BENT 3 ¾" x 11" x 1'-4" Neoprene pad to be used instead of 2" x 11" x 1'4" prev. shown.

BENT 5 Lubrite brg. device.

DATE	REVISION
9/12 61	Bearing Device Bent 3 and Bent 5.
9/12 61	Brg. Dev. Bent 3-5
9/12 61	Dimensions added

APPROVED:

BRIDGE ENGINEER

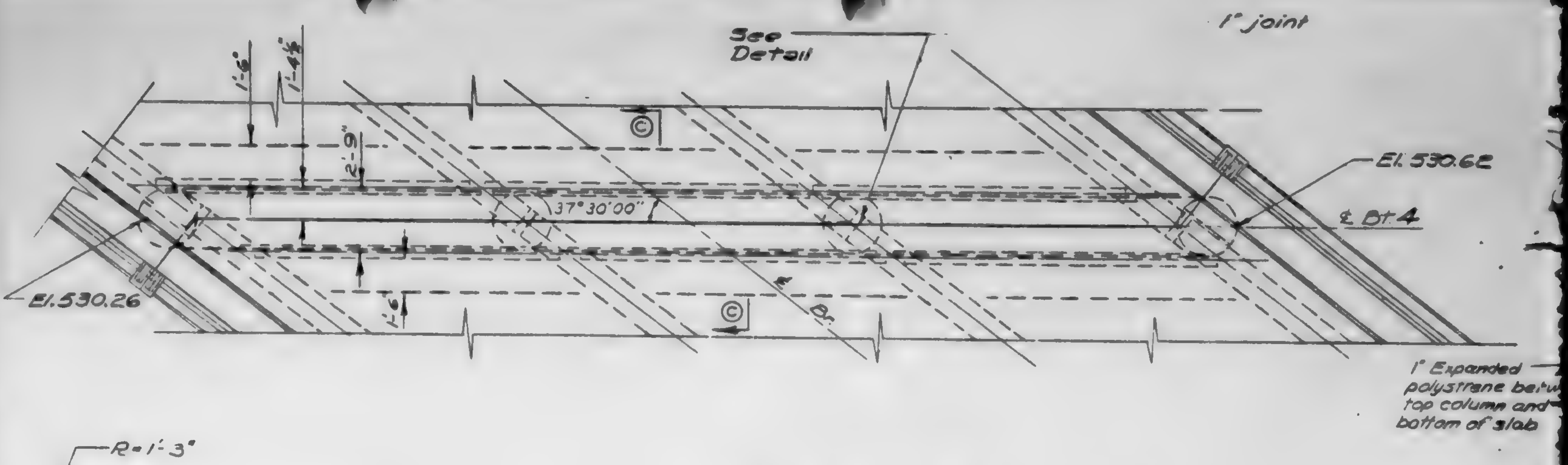
DESIGNED D.W.
DRAWN D.W.
CHECKED
CALC. BOOK 572

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PACIFIC HIGHWAY UNDERCROSSING
AT McVAY INTERCHANGE

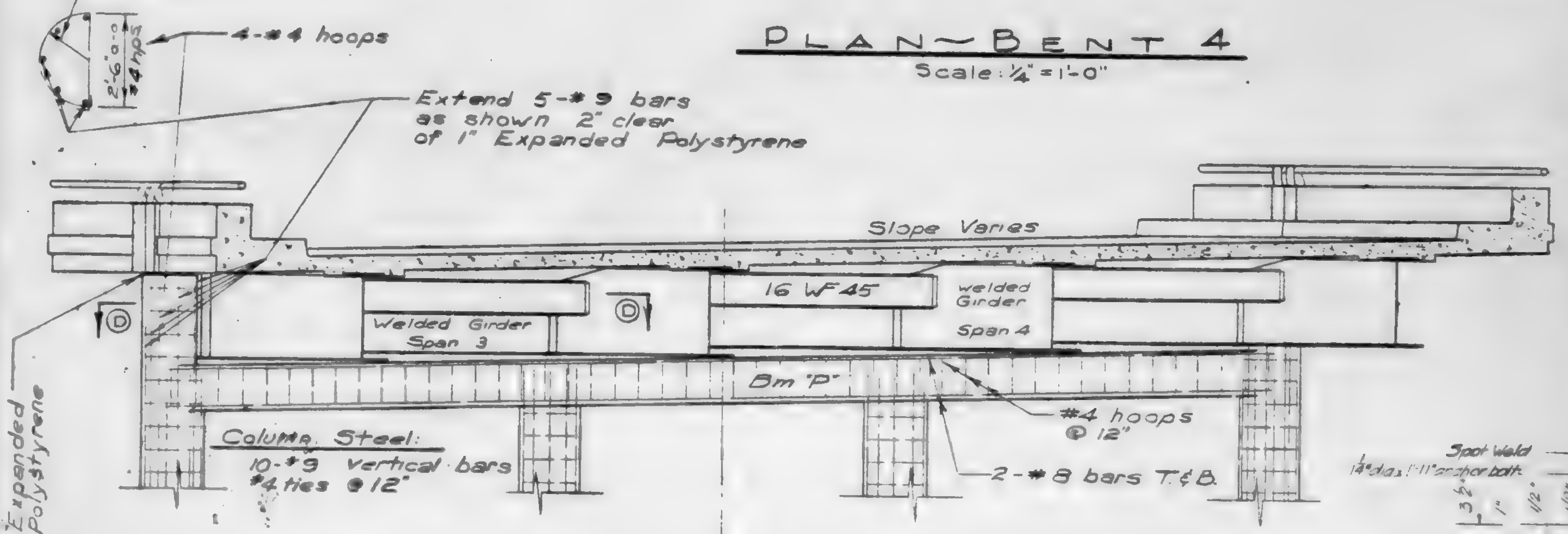
BENT 3 & 5 DETAILS

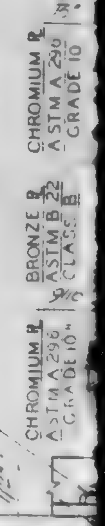
DATE 2-17-61
SHEET 4 OF 15
BRIDGE NO. 8445
DRAWING NO. 16604



PLAN ~ BENT 4

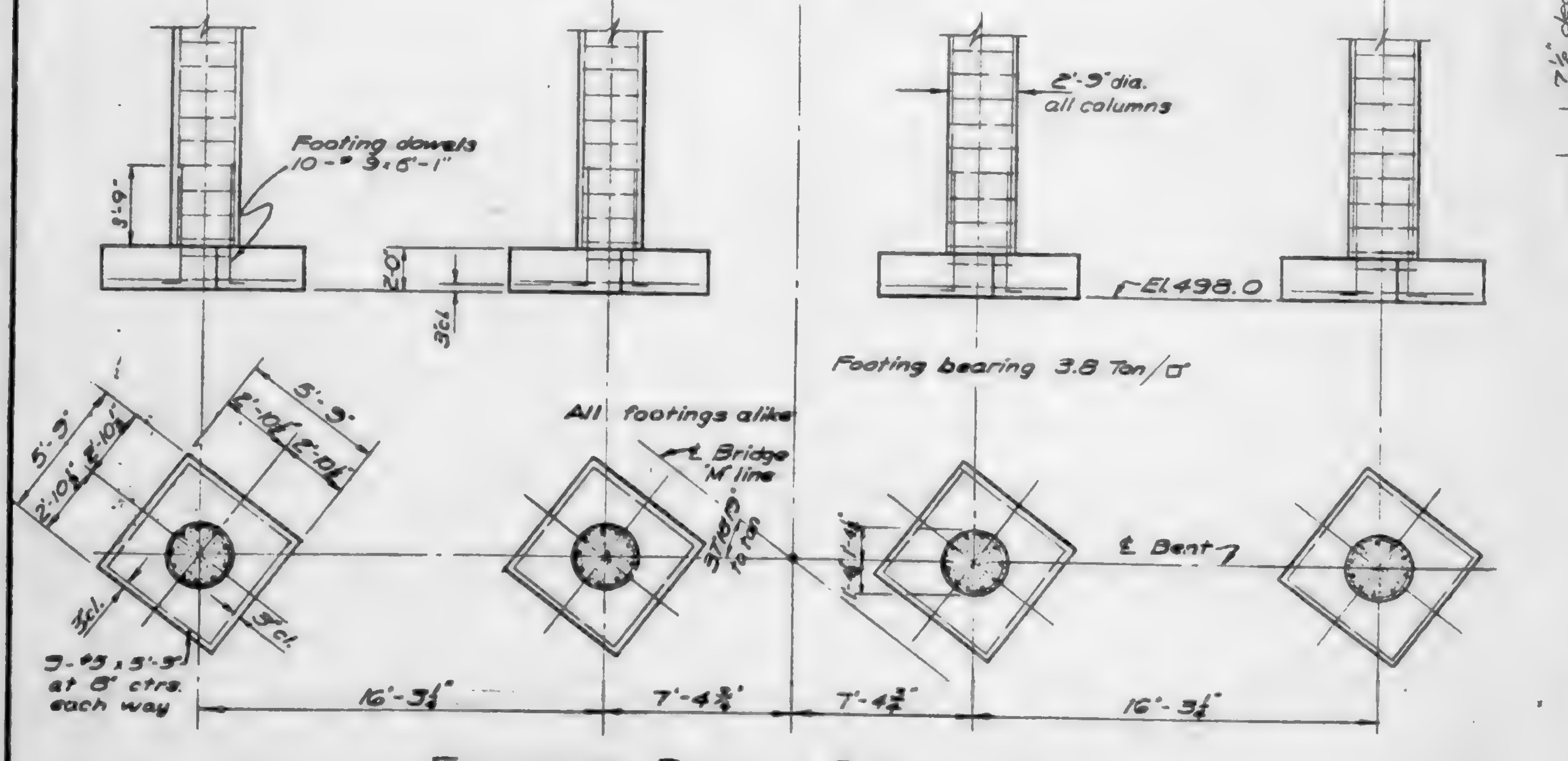
Scale: ¼" = 1'-0"




CHROMIUM PL ASTM A 296 GRADE 10
BRONZE PL ASTM B 22 CLASS B
CHROMIUM PL ASTM A 296 GRADE 10"

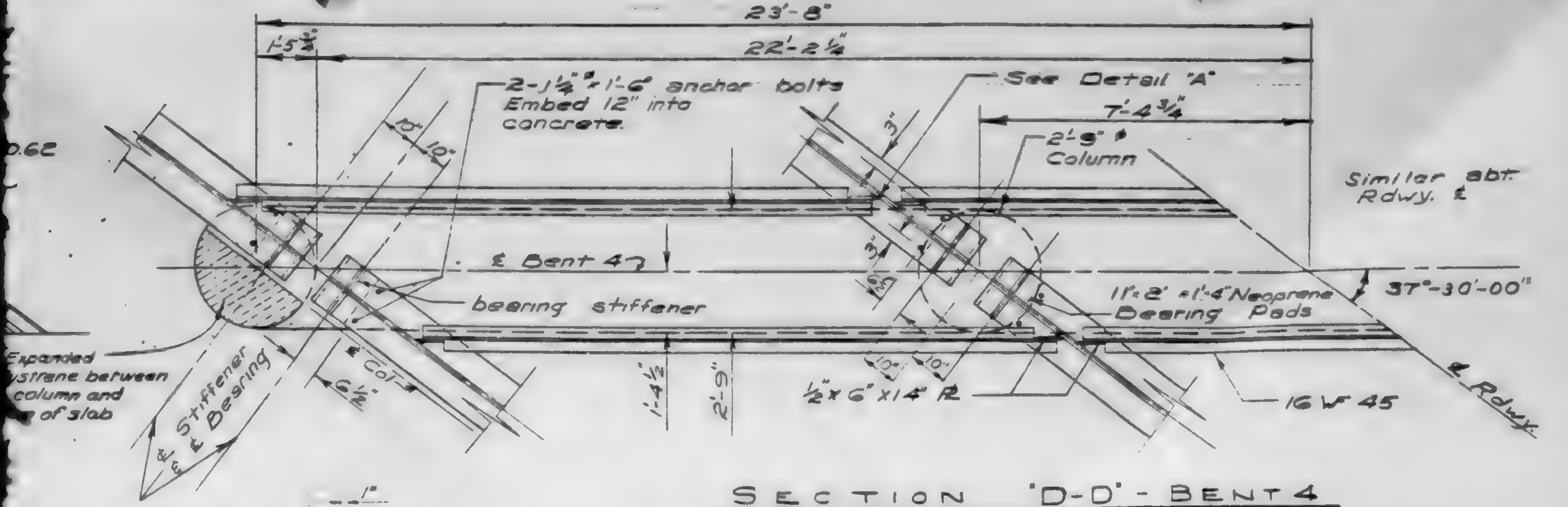
ELEVATION ~ BENT 4

Scale: ¼" = 1'-0"
LOOKING BACK ON STATION



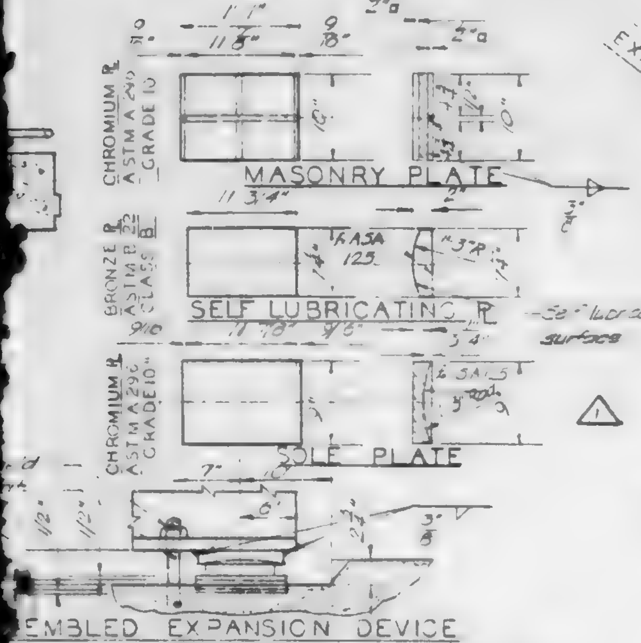
FOOTING PLAN - BENT 4

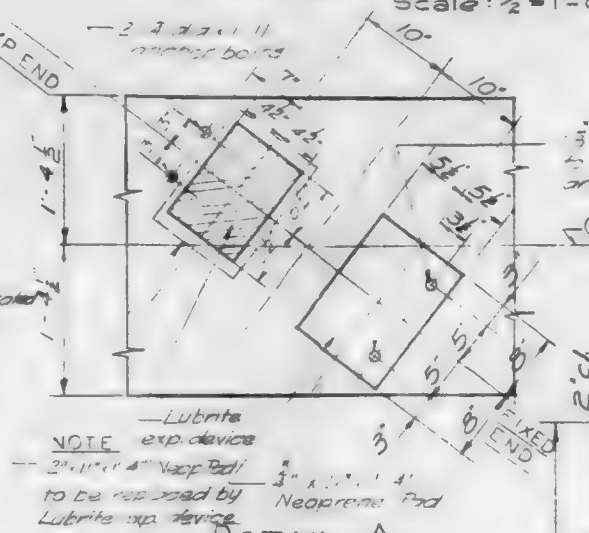
Scale: ¼" = 1'-0"



SECTION "D-D" - BENT 4

Scale: ½"=1'-0"



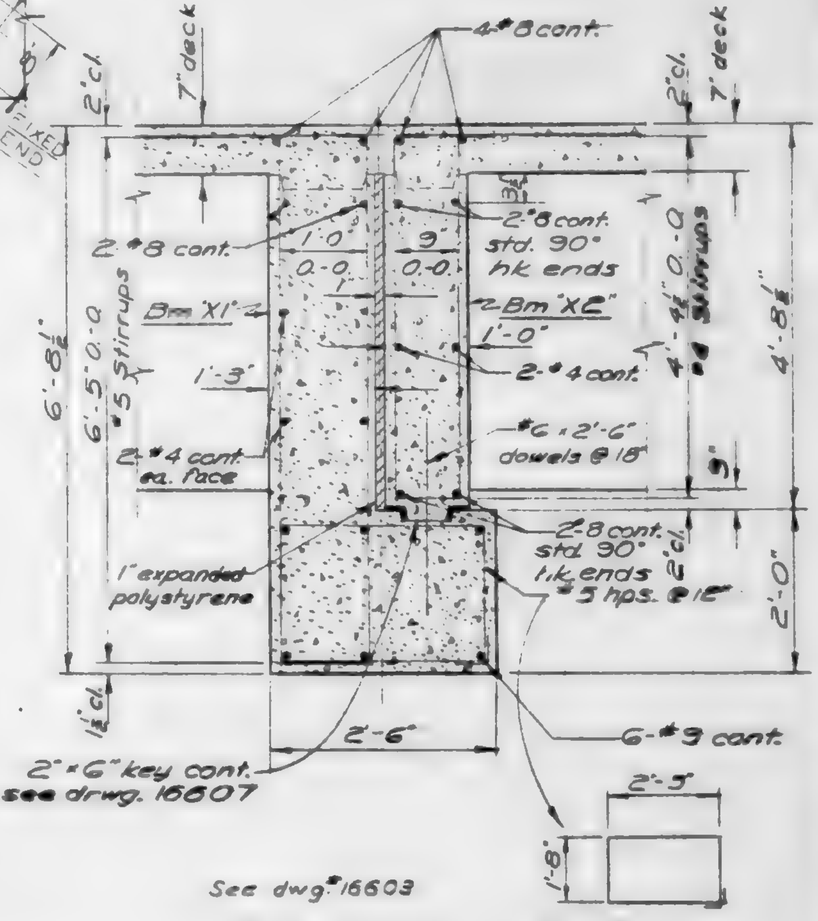


DETAIL A

Scale: 1"=1'-0"

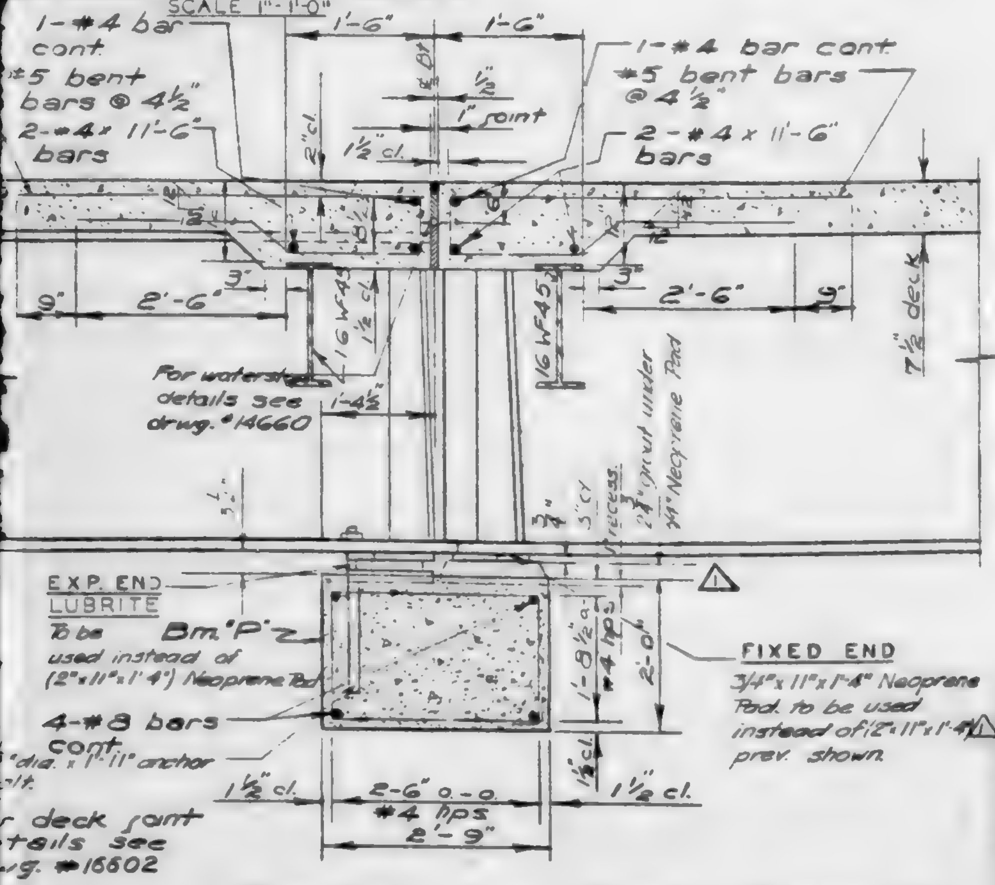
NOTE

THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE ½"=1'-0"
SHOULD BE READ ¼"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"



SECTION "E-E"

Scale: ¾"=1'-0"



SECTION "C-C" - BEAM "P"

Scale: ¾"=1'-0"

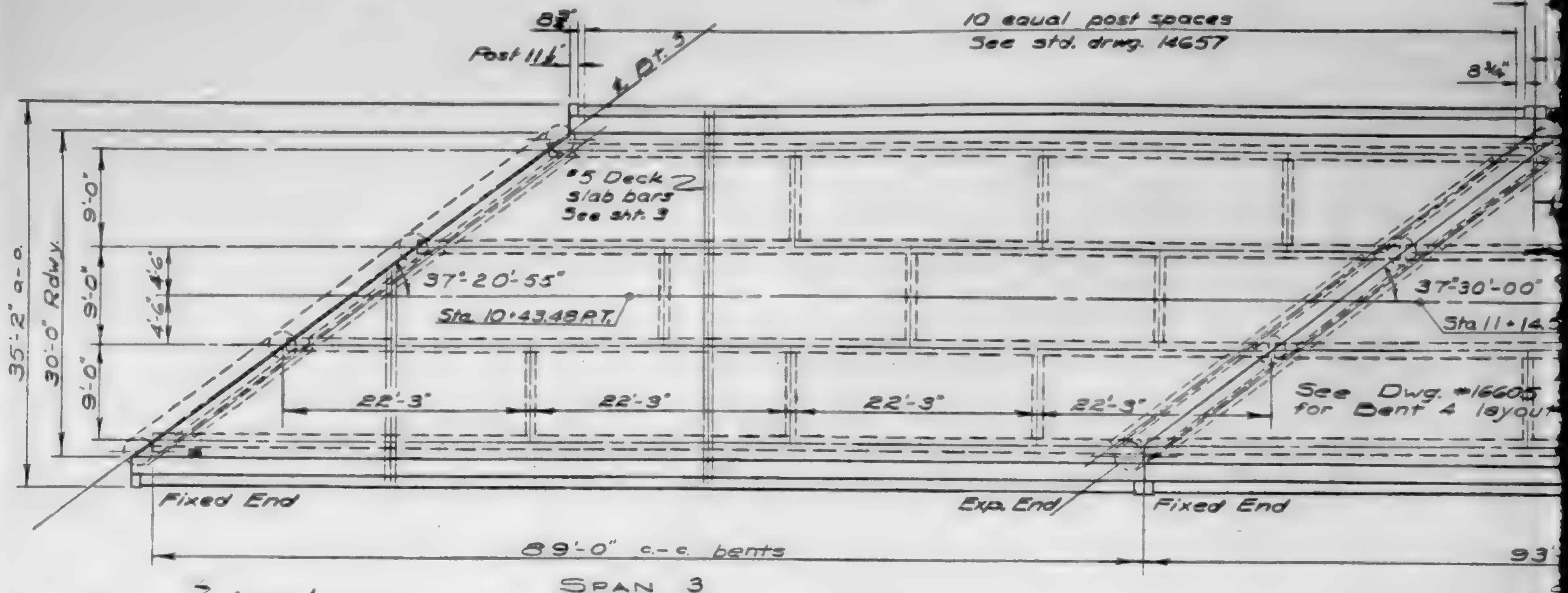
DATE	REVISION
6-12-61	Bearing Device
	Bent 4

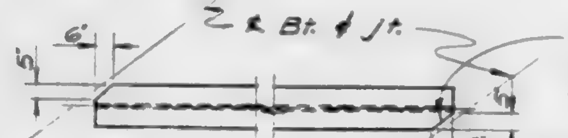
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PACIFIC HIGHWAY UNDERCROSSING
AT McVAY INTERCHANGE

BENT 4 DETAILS

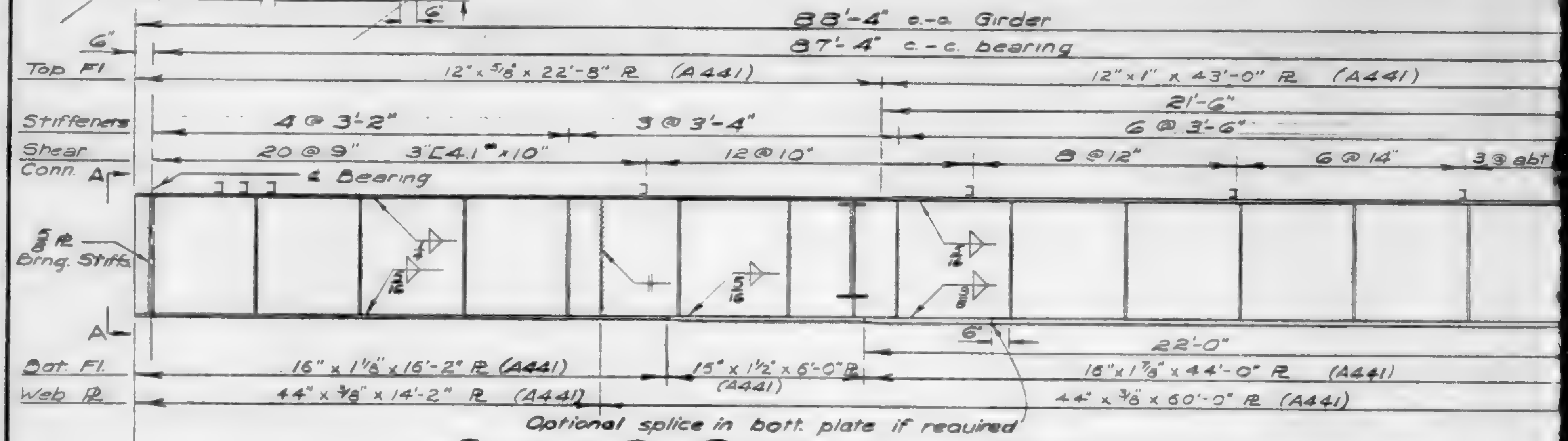
APPROVED:
BRIDGE ENGINEER
DESIGNED D.W.
DRAWN D.W.
CHECKED
CALC. BOOK 576
DATE 2-17-61
SHEET 5 OF 13
BRIDGE NO. 8445
DRAWING NO. 16605





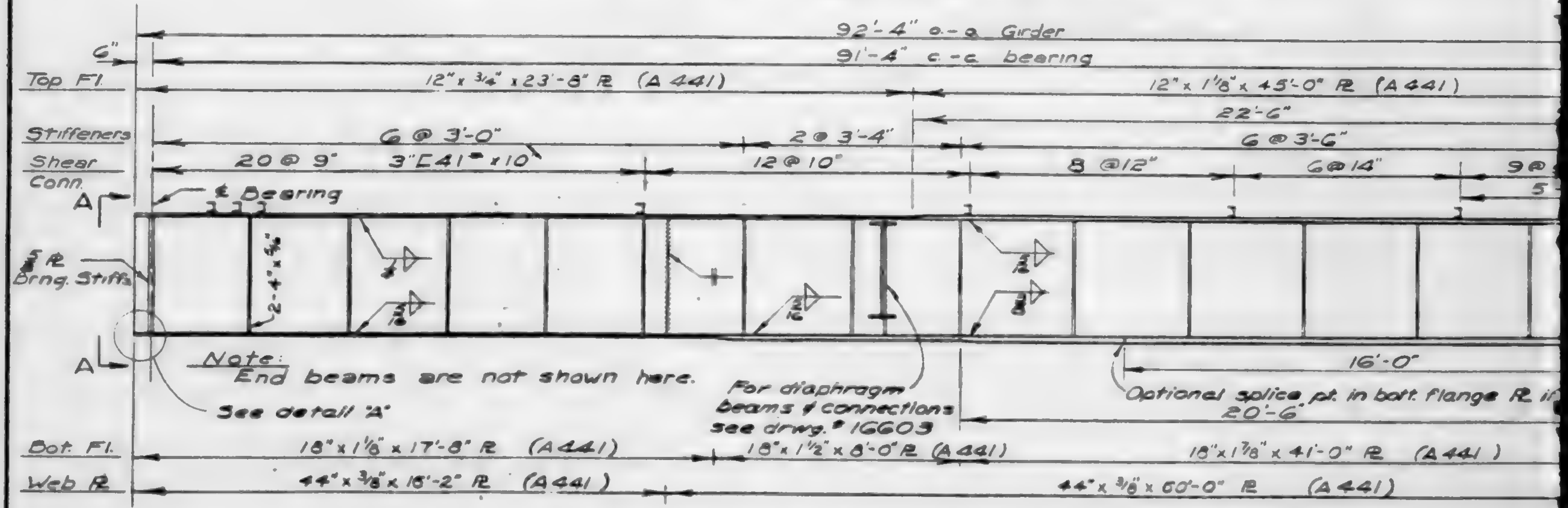
PLAN ~ STEEL SPANS

Scale: ⅛" = 1'-0"


88'-4" o.-o. Girder
87'-4" c.-c. bearing
6"
Top Fl.
12" x ⅝" x 22'-8" ℞ (A441)
12" x 1" x 43'-0" ℞ (A441)
Stiffeners
4 @ 3'-2"
3 @ 3'-4"
21'-6"
6 @ 3'-6"
Shear Conn.
20 @ 9"
3" [4.1# x 10"
12 @ 10"
8 @ 12"
6 @ 14"
3 @ ab
A
℄ Bearing
⅝ ℞ Brng. Stiffs.
A
6"
22'-0"
Bot. Fl.
16" x 1⅛" x 16'-2" ℞ (A441)
15" x 1½" x 6'-0" ℞ (A441)
16" x 1⅞" x 44'-0" ℞ (A441)
Web ℞
44" x ⅜" x 14'-2" ℞ (A441)
44" x ⅜" x 60'-0" ℞ (A441)
Optional splice in bott. plate if required

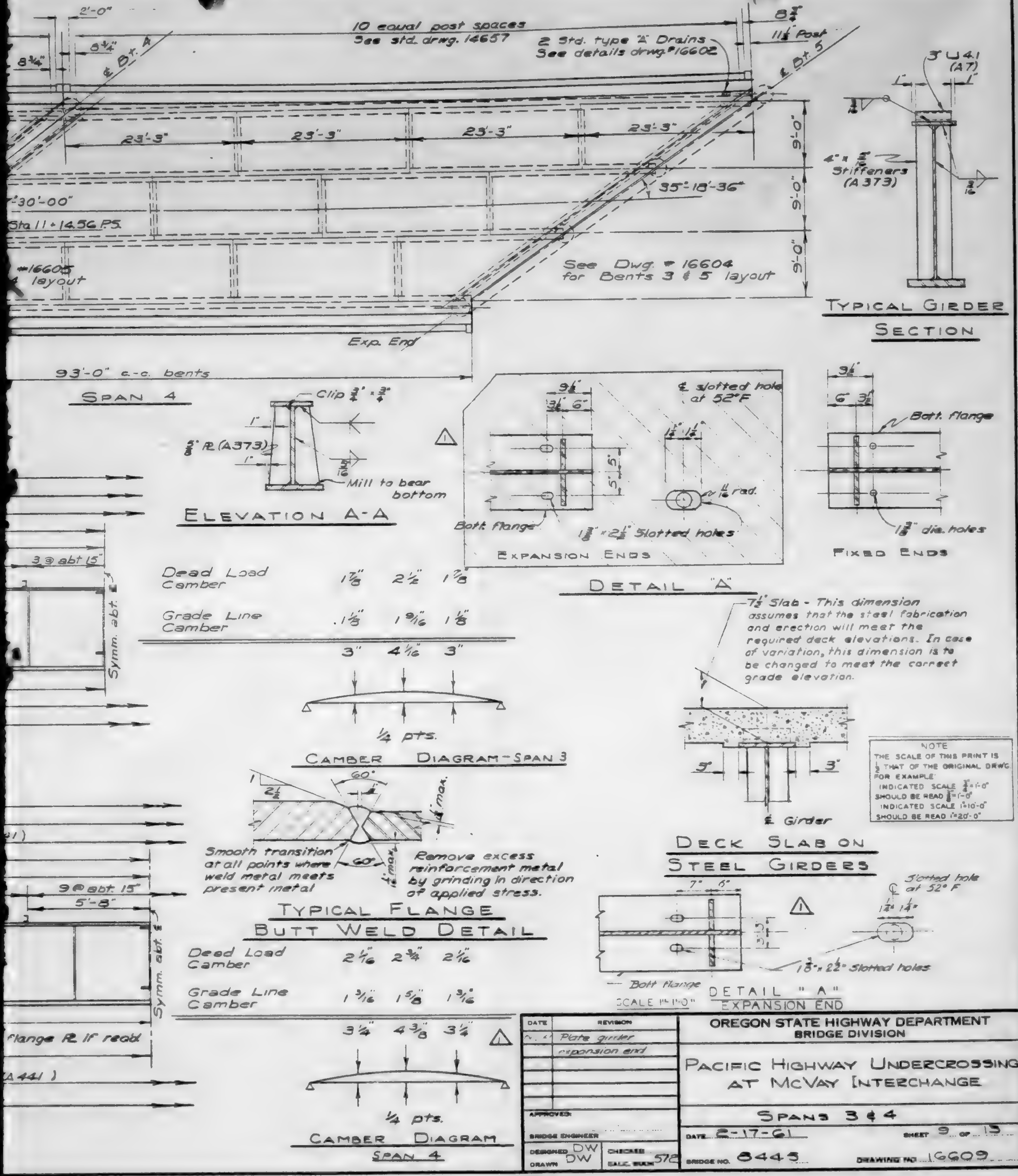
SPAN 3 STEEL GIRDERS

Scale: ⅜" = 1'-0


92'-4" o.-o. Girder
91'-4" c.-c. bearing
6"
Top Fl.
12" x ¾" x 23'-8" ℞ (A441)
12" x 1⅛" x 45'-0" ℞ (A441)
Stiffeners
6 @ 3'-0"
2 @ 3'-4"
22'-6"
6 @ 3'-6"
Shear Conn.
20 @ 9"
3" [4.1# x 10
12 @ 10"
8 @ 12"
6 @ 14"
9 @
5
A
℄ Bearing
⅝ ℞ Brng. Stiffs.
2-4" x ⅜"
A
Note:
End beams are not shown here.
See detail "A"
For diaphragm beams ∮ connections see drwg. # 16603
16'-0"
Optional splice pt. in bott. flange ℞ if
20'-6"
Bot. Fl.
18" x 1⅛" x 17'-8" ℞ (A441)
18" x 1½" x 8'-0" ℞ (A441)
18" x 1⅞" x 41'-0" ℞ (A441)
Web ℞
44" x ⅜" x 16'-2" ℞ (A441)
44" x ⅜" x 60'-0" ℞ (A441)

SPAN 4 STEEL GIRDERS

Scale: ⅜" = 1'-0"



Smooth transition at all points where weld metal meets present metal

Remove excess reinforcement metal by grinding in direction of applied stress.

7½" Slab - This dimension assumes that the steel fabrication and erection will meet the required deck elevations. In case of variation, this dimension is to be changed to meet the correct grade elevation.

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE ¾"=1'-0"
SHOULD BE READ ⅜"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

DATE	REVISION
⚠	Plate girder expansion end

APPROVED:

BRIDGE ENGINEER

DESIGNED DW

DRAWN DW

CHECKED

CALC. BOOK 578

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PACIFIC HIGHWAY UNDERCROSSING
AT MCVAY INTERCHANGE

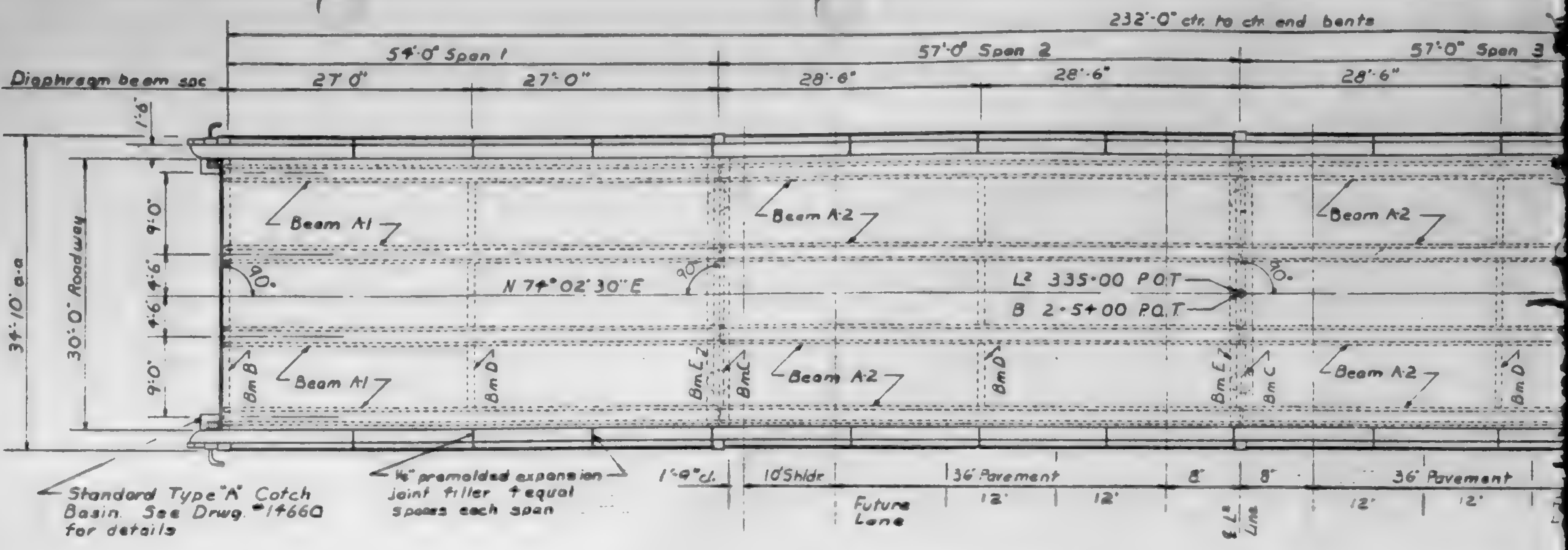
SPANS 3 & 4

DATE 2-17-61

SHEET 9 OF 15

BRIDGE NO. 8445

DRAWING NO. 16609

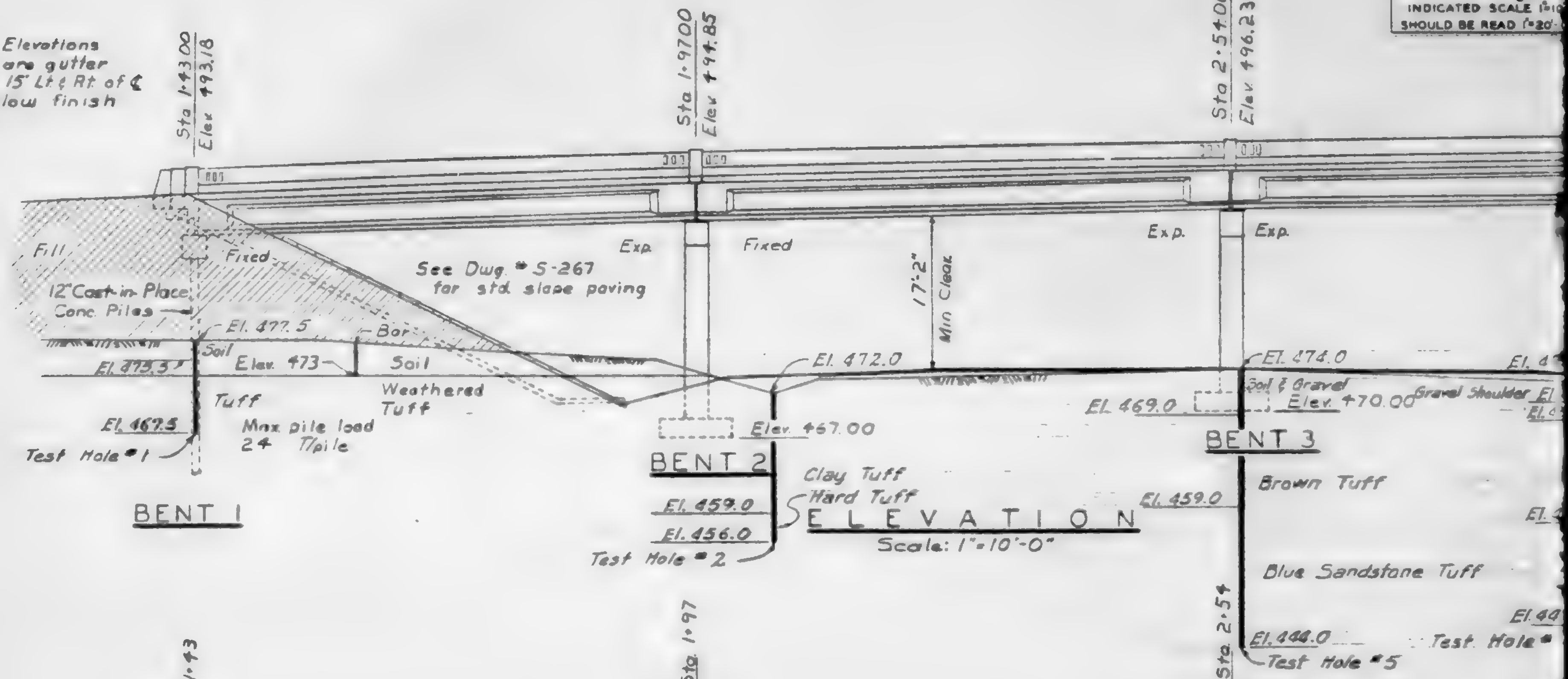


P L A N

Scale: 1" = 10'-0"

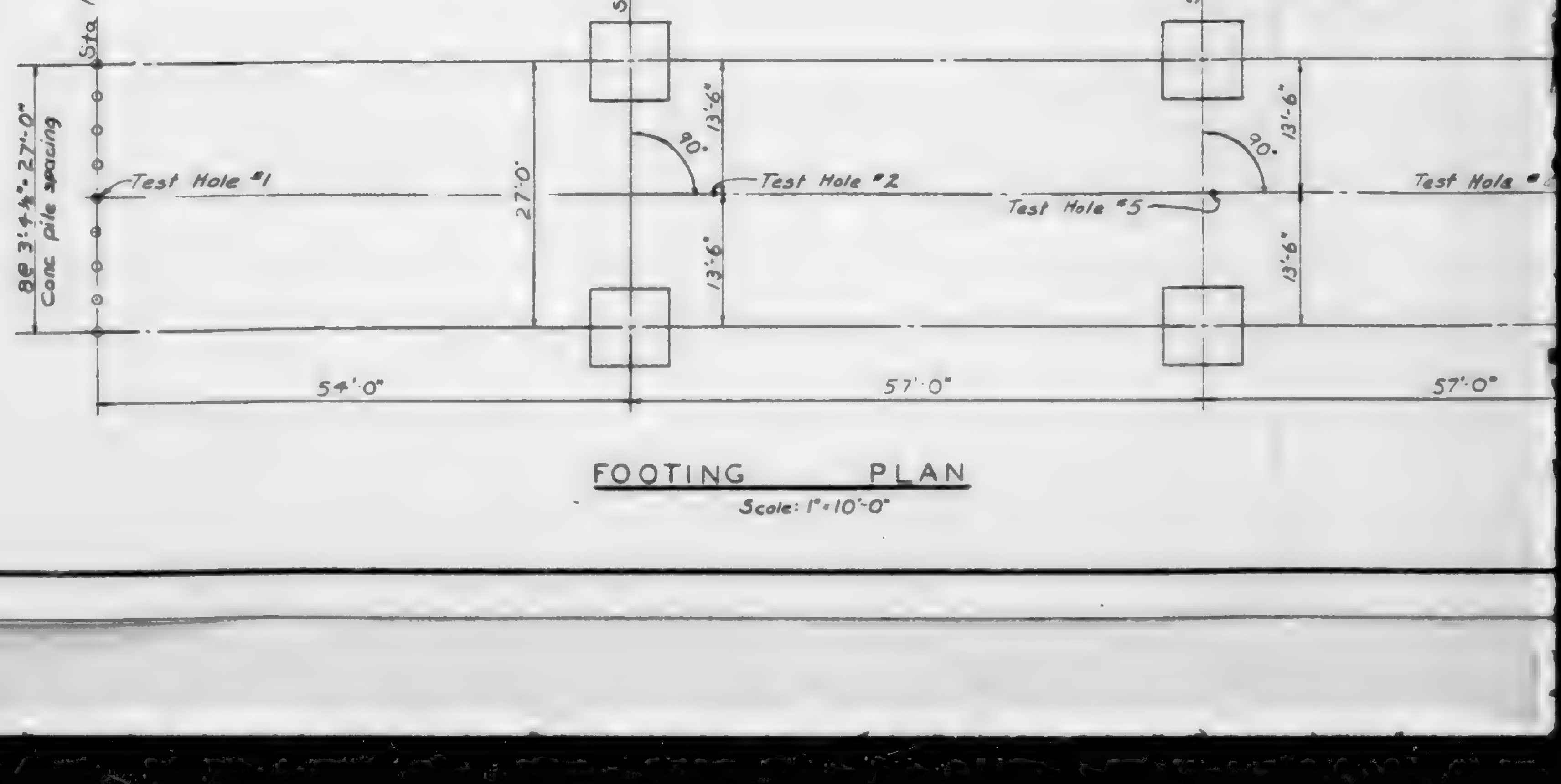
NOTE
THE SCALE OF THIS PR
½ THAT OF THE ORIGINA
FOR EXAMPLE:
INDICATED SCALE ¾"
SHOULD BE READ ⅜"=1'-0"
INDICATED SCALE 1"=10'
SHOULD BE READ 1"=20'-

Note: Elevations shown are gutter grades 15' Lt & Rt of ℄ 0.17' below finish grade



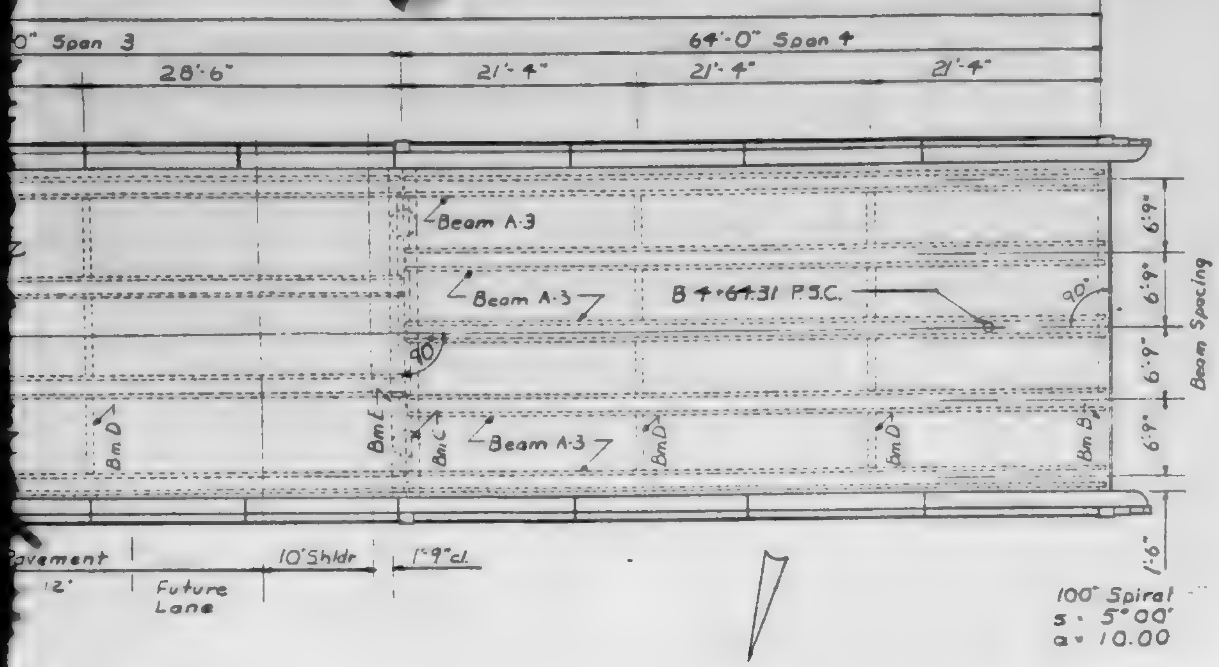
E L E V A T I O N

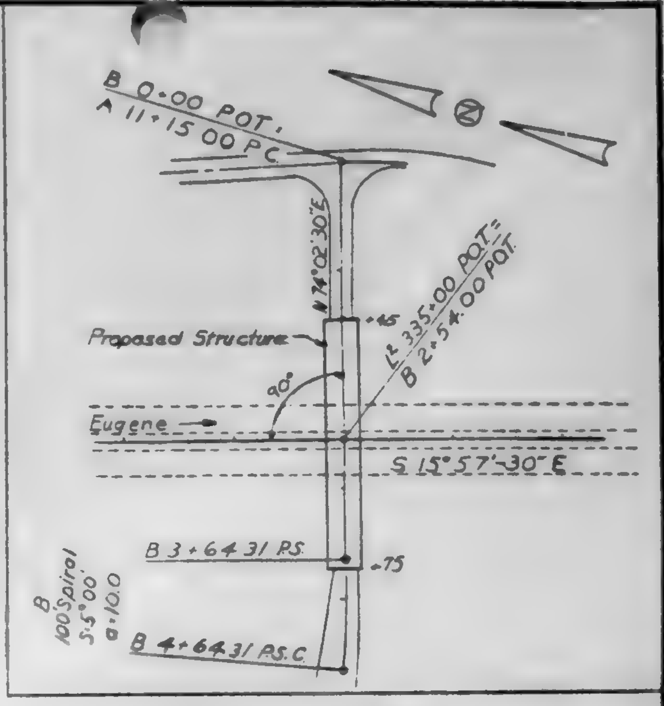
Scale: 1" = 10'-0"



FOOTING PLAN

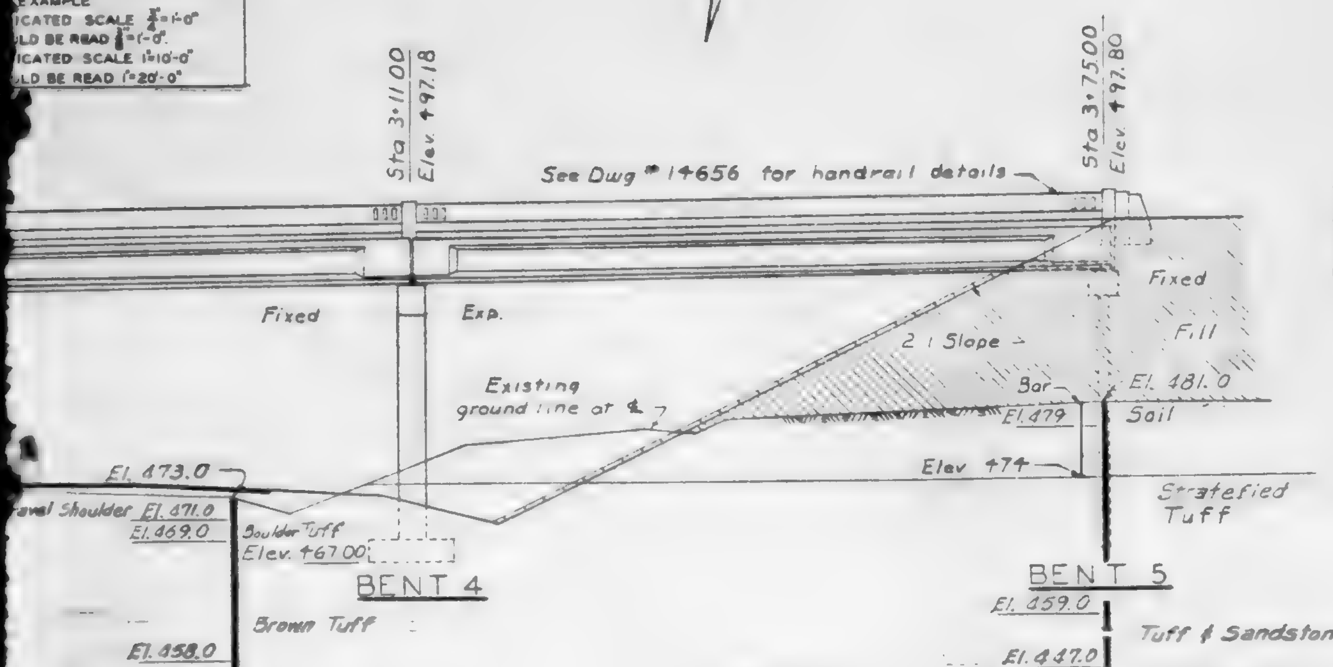
Scale: 1" = 10'-0"

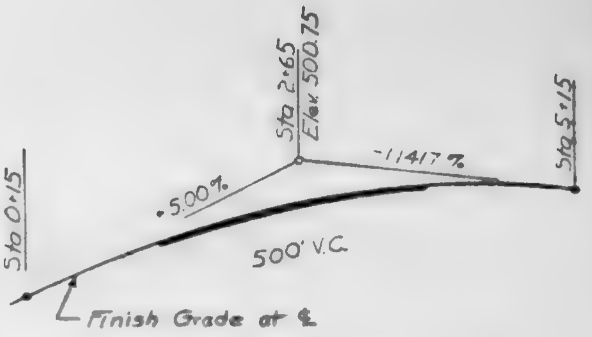




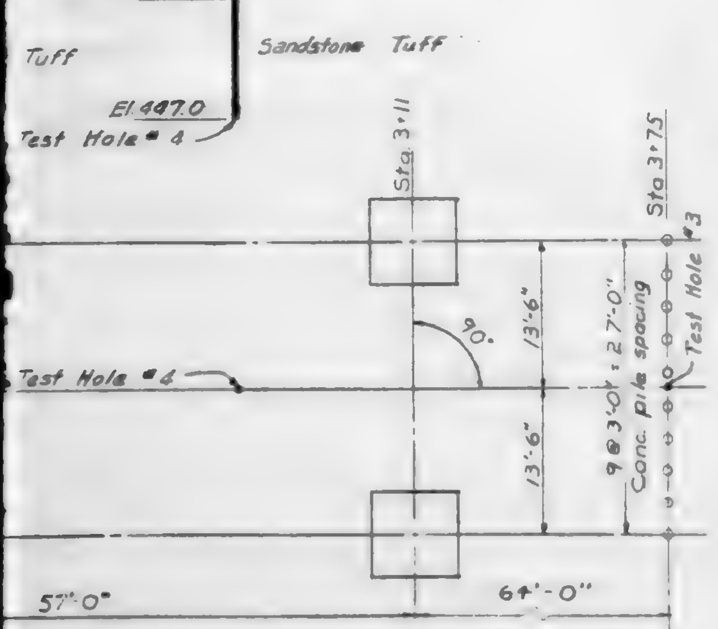
VICINITY MAP

NOTE
SCALE OF THIS PRINT IS
AT OF THE ORIGINAL DRWG.
EXAMPLE:
ICATED SCALE ⅜"=1'-0"
LD BE READ ³⁄₁₆"=1'-0"
ICATED SCALE 1"=10'-0"
LD BE READ 1"=20'-0"





GRADE LINE DIAGRAM



Test Hole #3

GENERAL NOTES

Bridge designed for H20-S16-44 loading

All concrete shall be class "A" and shall attain a breaking strength of 3300 psi in 28 days. (fc = 1320 psi) See drawing #16251 for concrete and reinforcing steel in prestressed beams

All reinforcing steel shall be intermediate grade deformed bars. Bars #3 to #11 inclusive shall conform to ASTM specification A-305 and shall be lapped 20 diameters unless shown or noted otherwise. All bars shall be placed 2" clear of nearest face of concrete unless shown or noted otherwise. (fs = 20,000 psi)

Footing elevations are subject to change depending on foundation material encountered, and reinforcing steel for columns shall not be fabricated until final footing elevations have been determined in the field.

Footings are designed for allowable bearing values as follows:

~~Bent 1... 22T/pile; Bent 2... 22.5T/pile,~~ Bent 2,3&4...... 3T/□'

All transverse beams may be poured with deck. Delay pour at bottom of deck a sufficient time to allow for shrinkage before continuing pour of slab.

All material and workmanship shall conform to the specifications for bridges of the Oregon State Highway Commission.

△1 Revised 6/8/51 Test Holes 1 thru 5

APPROVED:
BRIDGE ENGINEER
ASS'T STATE HIGHWAY ENGINEER
STATE HIGHWAY ENGINEER
DESIGNED GHB CHECKED
DRAWN GHB CALC. BOOK 554

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PACIFIC HIGHWAY UNDERCROSSING
OF BLOOMBERG ROAD
JUDKINS POINT—GOSHEN SECT.
PACIFIC HIGHWAY LANE COUNTY

PLAN AND ELEVATION

DATE 10-26-60 BRIDGE NO. 8697
ACCOMPANIED BY DWGS. 16250 thru 16252, 14656, 14660 & 5267
SHEET 1 OF 7
DRAWING NO. 16249

RECEIVED
JUN 14 1961
FOR FILING

I-5-3(9) [illegible]

File

June 12, 1961

Judkins Pt.
Goshen

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three conformed copies of agreement with the Southern Pacific Company covering construction easement for the Judkins Point-Goshen Section, Project I-5-3(9)190.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Mr. Cooper

RECEIVED
JUN 6 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 5, 1961

Mr. C. C. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Right of Way Status
Judkins Point-Goshen
Project

Dear Sir:

All rights of way or rights of entry have been obtained except the following:

File No. 31824 - City of Eugene
An agreement has been tentatively approved by the Eugene Water and Electric Board and will be presented for formal board action on June 12, 1961. This agreement covers the land required for highway right of way at no cost above the restitution agreed.

File No. 26703 - Bonneville Power Administration
Authority to enter is now being secured on this file. No trouble or delay anticipated. No cost to State.

File No.	30223	Stevens	$ 4,890
	20082	Geiger	2,400
	27740	McDonald	8,935
	27729	[illegible]	5,190
	27727	Pape' Bros.	15,000
	30748	Dickerson	5,650
			$42,065

We intend to have completed all filings on or before June 15, 1961.

The following report covers the status of utility relocations on this project.

1. Bonneville Power Administration
Relocations are under contract at no cost to the State and no delay is anticipated.

2. Eugene Water and Electric Board
Terms of the power line relocations were negotiated on May 29 and will be presented in written final form for action by the Eugene Water and Electric Board at their June 12 meeting. No delay is anticipated.

3. Pacific Power and Light Company
Power distribution contacts are on Bonneville Power poles. No delay is anticipated. No cost to State.

4. Pacific Telephone and Telegraph Company
Contacts are on Western Union poles. Completion of these changes is estimated for August 1, 1961, at a cost to the State of $2,000.

5. Western Union Telegraph Company
It is anticipated that this pole line along the Southern Pacific Railroad will be relocated by August 1, 1961, at a cost to the State of $4,700. Formal orders have not yet been issued to Western Union. We have asked them to re-study our current designs. It appears there is a possibility this work may not be required because of recent design changes near McVay point.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mr

cc: Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

RECEIVED
[illegible]

RECEIVED
JUN 7 1961
FOR FIL

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 5, 1961

TO PROSPECTIVE BIDDERS ON THE
JUDKINS POINT-GOSHEN, GRADING,
PAVING AND STRUCTURES PROJECT

Gentlemen:

Correction Letter No. 1

This letter is to inform you of a change in special provisions, plans and proposal form concerning the addition of chain-link fence on the westerly side of the highway between approximate "W2" Stations 56+40 and 75+25, on the above-named project for which bids are to be received in Salem on June 27, 1961.

Enclosed find sheets 34A, 34B, 34C, 34D, 34E and 34F covering special provisions for 5-foot Chain-Link Fence, revised bid sheet 10 with new bid item No. 86 - "5-foot Chain-Link Fence" and revised plan sheet No. 2C showing chain-link fence design.

The above changes will be reflected in the contract and plans for the construction of this project, and your bid will be understood to have been made accordingly.

Very truly yours,

W. C. Williams
State Highway Engineer

By Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

NOTED
FLOYD QUERY

Judkins Point-Goshen Section

Construction of Guard Rail:

The guard rail constructed with materials from salvaged barricade shall be constructed in conformance to all applicable provisions hereinelsewhere set forth for the construction of metal guard rail, as given under the heading "Metal Guard Rail, Metal Median Barrier and Barricade".

All galvanized surfaces of the salvaged barricade rail members, bolts, nuts and washers which have been damaged to the extent that underlying metal is exposed shall be spot coated with a suitable replacement coating such as "Galweld" or equal.

All painted surfaces of the salvaged barricade rail members, bolts, nuts and washers shall be spot coated or painted with white paint as necessary to restore their original painted surface.

In addition to materials salvaged from the barricade and replacements thereof, as hereinbefore provided, the contractor shall furnish and install all splice bolts and nuts required in the work.

Measurement and Payment:

Payment for the construction of guard rail, utilizing salvaged barricade, as specified, shall be made at the price bid per linear foot for the item "Guard Rail - Salvaged Barricade". The quantity to be paid for shall be the number of linear feet (measured end to end of rail member) of guard rail constructed as above specified.

R

Judkins Point-Goshen Section

Payment on the above basis shall be understood to cover and include the salvaging of barricade, storing of the materials, replacement of any defective or broken parts due to the contractor's operations, excavating and backfilling work, repainting of rail members, and all other work or materials furnished in connection with salvaging of barricade and installing the guard rail, except such replacement of materials as is to be on an "extra work" basis, as above mentioned.

GUIDE POSTS

Work to be Done:

Under these provisions, the contractor shall furnish and install guide posts to mark the edges of the highway travelway at locations called for by the plans or as directed by the engineer.

Applicable Specifications:

The specifications hereinafter given in the insert titled "Standard Specifications for Guide Posts", issue of May, 1961, shall be understood to be the standard specifications applying particularly to the work to be done under these provisions, the same as though those specifications were repeated here.

Basis of Measurement and Payment:

The basis of measurement and payment for the furnishing and installing of guide posts shall be as set forth in the accompanying insert titled "Standard Specifications for Guide Posts", issue of May, 1961. The pay items will be:

1. Guide Posts, Type W-1
2. Guide Posts, Type Y-2
3. Guide Posts, Type Y-3

(Sheets 34A, B, C, D, E, and F Follow)

CHAIN-LINK FENCE
(Steel or Aluminum)

Work to be Done:

Under these provisions, the contractor shall furnish, place and install all materials required in the construction of chain-link fence at the locations indicated on the plans or as designated by the engineer.

The chain-link fence may be basically of coated steel or basically of aluminum alloy, as hereinafter provided.

Specifications:

The chain-link fence shall be constructed in conformance to the standard specifications set forth in "Division I. General Provisions", thereof, and the provisions herein set forth.

Design:

The chain-link fence shall be of the applicable design shown on the plans.

Materials:

The chain-link fence shall be constructed of coated steel, of aluminum alloy materials, or of combinations thereof as the contractor may elect and as hereinafter set forth. All materials shall be new, shall be the products of recognized reputable manufacturers and shall show careful, finished workmanship in all respects. Each roll of fabric shall carry a tag showing the kind of base metal (steel or aluminum alloy), kind and class of coating, gage of wire and the name or mark of the manufacturer. Posts, wire and other fittings shall be identified as to manufacturer, kind of base metal, class or weight of coating and other pertinent data sufficient for proper identification as to apparent conformance to specified quality requirements. The name of the manufacturer, supplier or producer of all materials shall be furnished the engineer upon request.

Fabric - The contractor may furnish one or another of the 3 types of fabric hereinafter described, as he may elect. Zinc-coated steel fabric shall conform to the current Standard Specifications for "Zinc-Coated Steel Chain-Link Fence Fabric", ASTM Designation: A 392, Class II (2 oz. zinc per sq.ft., min., of uncoated wire surface) zinc coating.

R

Judkins Point-Goshen Section

Aluminum-coated steel fabric shall be of steel wire having a minimum tensile strength of 80,000 pounds per square inch (psi) coated with aluminum alloy applied at the rate of not less than 0.40 oz. per sq.ft. of uncoated wire surface.

Aluminum alloy fabric shall be of aluminum alloy wire having a minimum tensile strength of 54,000 psi and a minimum yield strength of 47,000 psi (A. A. Alloy 6061-T94, or better).

Posts, Rails, and Expansion Sleeves - All posts, rails, and expansion sleeves may be of galvanized steel or of aluminum alloy, as the contractor may elect.

Galvanized steel members shall be of good commercial quality weldable steel and shall be protected on all surfaces with a zinc coating applied in conformance to AASHO Standard Specification Designation: M 111 (2 oz. zinc per sq.ft. of actual surface).

Aluminum alloy members shall be of aluminum alloy having a minimum tensile strength of 30,000 psi, a minimum yield strength of 25,000 psi, and a minimum elongation of 8 per cent (A. A. Alloy 6063-T6, or better).

Tension Wire and Wire Ties - All tension wire, fabric ties, wire ties, and hog rings shall be of coated steel or aluminum alloy, as the contractor may elect.

All steel tension wire shall be of steel having a minimum tensile strength of 80,000 psi coated (a) with prime western spelter or equal (AASHO Designation: M 120) applied at a rate of not less than 0.8 oz. per sq.ft. of uncoated wire surface, or coated (b) with aluminum alloy applied at the rate of not less than 0.4 oz. per sq.ft. of uncoated wire surface.

All steel fabric ties, wire ties and hog rings shall be of ductile steel wire coated with prime western spelter or equal (AASHO M 120) applied at a rate of not less than 0.7 oz. per sq.ft. of uncoated wire surface.

All aluminum alloy tension wire, fabric ties, wire ties and hog rings shall be of aluminum alloy having a minimum tensile strength of 42,000 psi, a minimum yield strength of 35,000 psi, and a minimum elongation of 10 per cent (A. A. Alloy 6061-T6, or better).

Miscellaneous Fittings and Hardware - All miscellaneous fittings and hardware shall be of galvanized steel or of aluminum alloy, as the contractor may elect.

All miscellaneous steel fittings and hardware shall be of good commercial grade steel or better quality, wrought or cast as appropriate to the article, and sufficient in strength and other properties to provide a balanced design when used with steel fabric, posts and wires of the qualities specified herein. All steel fittings and hardware shall be protected with a zinc coating applied in conformance to the AASHO Standard Specification Designation: M 111 (2 oz. zinc per sq.ft. of actual surface).

Miscellaneous aluminum alloy fittings and hardware shall be wrought or cast aluminum alloy conforming to the minimum requirements set forth in the following table.

TABLE - PHYSICAL PROPERTIES
OF ALUMINUM FITTINGS

Fitting or Product	Tensile Strength psi, min.	Yield Strength psi, min. (0.2% offset)	Elongation in 2 in.	A. A. Alloy (Min.Quality)
Rail ends and brace ends	30,000	20,000	3	356-T6
Stretcher bars and bands	30,000	25,000	10	6063-T6
Flat band ties	20,000	17,000	5	3003-H14
Truss or Brace Rods	42,000	35,000	10	6061-T6
Turnbuckles	30,000	20,000	3	356-T6(Cast)
Post Tops	- -	- -	-	356-For 360
Bolts	62,000	40,000	14	2024-T4
Nuts	42,000	35,000	10	6061-T6
Gate hinges, barbed wire extension arms and other fittings	30,000	20,000	3	356-T6

R

Judkins Point-Goshen Section

Fabrication and Inspection - Fabrication of materials shall be in conformance to the sizes, shapes, dimensions and other factors indicated by the design shown on the plans or if not there shown, in conformance to recognized standard practice. Inspection by the State of products and articles furnished under these specifications shall be permitted at any stage of manufacture or fabrication, and each product or article furnished under these specifications shall be subject to inspection at the factory, fabricating plant, in laboratories of the State's choosing or other point of delivery.

Testing - Test specimens for testing specified properties shall be furnished by the contractor and shall consist of finished products or portions thereof of suitable size to enable proper performance of the intended tests and in sufficient quantities to obtain proper representation of the products. The testing of chain-link fence materials shall be in accordance with the following standard methods:

Weight of Coating on Galvanized Articles- AASHO T 65
Uniformity of Coating by Preece Test------ AASHO T 66
Tension Testing of Metallic Materials----- AASHO T 68
Weight of Coating on Aluminum-Coated
Iron or Steel Articles------------------ ASTM A 428

Construction Details:

In general, fence along right-of-way lines or State property lines is to be set so that the fabric will be on said lines with the posts set on State property. Where affected private property owners object to said practice, the posts shall be set eight (8) inches in (toward the highway center line) from the right of way or property line.

The fence lines as established by the engineer shall be made clear of vegetation and obstacles, and the ground surface along the fence line shall be leveled as necessary to permit clearance of from 1 to 3 inches below the bottom of the fence fabric as installed.

Posts - All posts shall be set vertical and true to line and grade at equidistant spacings in the fence line between ends of "runs" and on a maximum of 10-foot centers. Each post shall be set in concrete, which shall be Class "B" concrete (5-sack mix) or better furnished and placed in accordance with the applicable provisions set forth in the specification for "Concrete Structures" as given in Division 2, Section 33 of the standard specifications, and which concrete shall be poured in place. The top of each footing shall be sloped uniformly away from the post as required to shed water. The concrete shall cure for at least 7 days before the posts are subjected to strain or use.

End posts shall be set at the beginning and end of fence construction not terminating at gates. Corner posts shall be set at angles in fence alignment where the line of the fence changes direction by 20 degrees or more. End posts shall also be set at each summit and at each valley in the grade of the fence where the algebraic difference in the grades of adjoining panels of fence exceeds 30 per cent, and at other points along the fence line so located as to break the fence into "runs" not exceeding 600 feet in length.

A "run" of fence is defined as the length of fence which is to terminate at or which will lie between end posts and corner posts, as those posts have been set as specified. Fence fabric shall terminate at and be attached by stretcher bars to each end and corner post.

End posts and corner posts shall be braced with a brace assembly as shown on the plans, with one such brace assembly provided across each panel of adjoining fence.

The depths to which footings are poured and posts set therein may be varied where excavation in rock is encountered, and posts may be consequently shortened, provided the posts are set firmly and to proper line and grade, all as approved by the engineer.

Fence Fabric - All fence fabric shall be attached to the posts in accordance with recognized standard practice for first-class fence construction and in conformance to these specifications. In general, the fabric shall be placed on that face of the post which is away from the highway, except that on curved alignment the fabric shall be placed on that face of the post against which the pull of the fabric will be exerted.

The fabric shall be installed approximately 2 inches above ground level and fastened to line posts with wire ties at top and bottom and at intermediate spaces not exceeding 18 inches. At end and corner posts the fabric shall be attached by means of stretcher bars attached to the post with bands at maximum 16-inch intervals. Fabric shall be tightened to provide smooth, uniform appearance. Splices shall be with spiral pickets of specified chain-link fabric material.

R

Tension Wire - Tension wire shall be attached to the fabric by means of hog-ring type fasteners at maximum 24-inch intervals and to the terminal posts by means of brace bands or clamps. The top tension wire shall thread through the tops of line posts.

Fittings - All fittings called for by the applicable design or required for first-class construction of chain-link fence shall be placed or installed in accordance with recognized standard practice and the manufacturer's recommendations.

Measurement and Payment:

Payment for the chain-link wire mesh fence, constructed as specified, will be made as follows:

(a) The pay item will be:

1. 5-foot Chain-Link Fence

(b) Payment for the above-listed item will be made at the price bid per linear foot of fence constructed as specified. The pay length will be determined by measurement, to the nearest foot, along the grades of the fence as constructed and from outer edge of one end post to the outer edge of the other end post of each section or run of continuous construction. The price bid shall be understood to cover and include the removal of obstructions, the making of all necessary excavations, the construction of concrete footings and the furnishing of all work and materials required in the construction of the fence as specified.

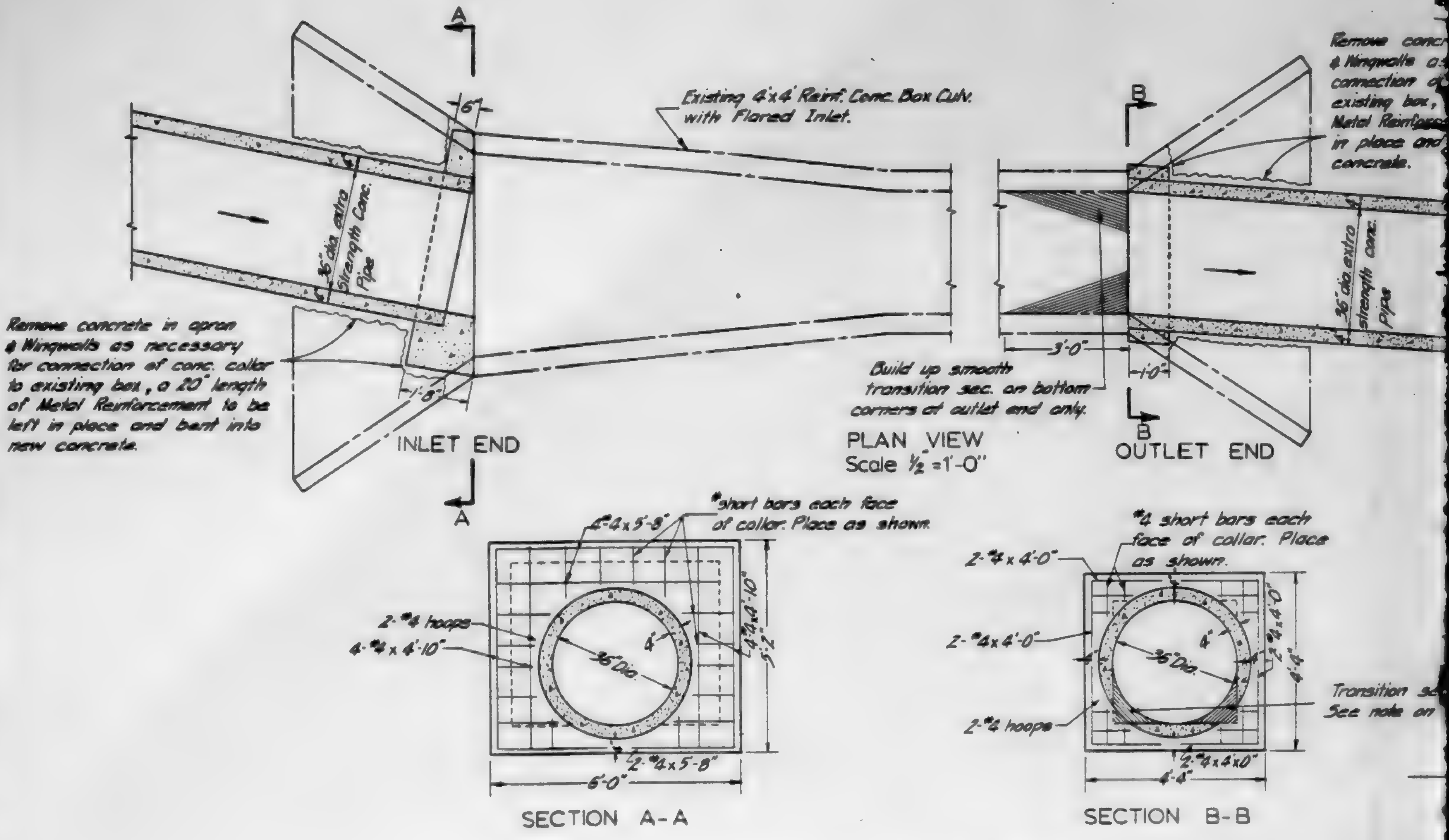
(Sheet 35 follows)

Item No.	Item		Unit Price	Amount
79.	Structural Steel	All Required		
	For ________________	Lump Sum		$______
80.	Metal Parapet Railing	1,301 lin.ft.		
	For ________________	per lin.ft.	$____	$______
81.	6-inch Standard Steel Pipe	55 lin.ft.		
	For ________________	per lin.ft.	$____	$______
82.	8-inch Metal Drain Pipe	300 lin.ft.		
	For ________________	per lin.ft.	$____	$______
83.	Wall Drains	335 lin.ft.		
	For ________________	per lin.ft.	$____	$______
84.	Preparation of Slopes	890 sq.yds.		
	For ________________	per sq.yd.	$____	$______
85.	Concrete Slab Riprap	890 sq.yds.		
	For ________________	per sq.yd.	$____	$______

ADDITIONAL ROADWORK

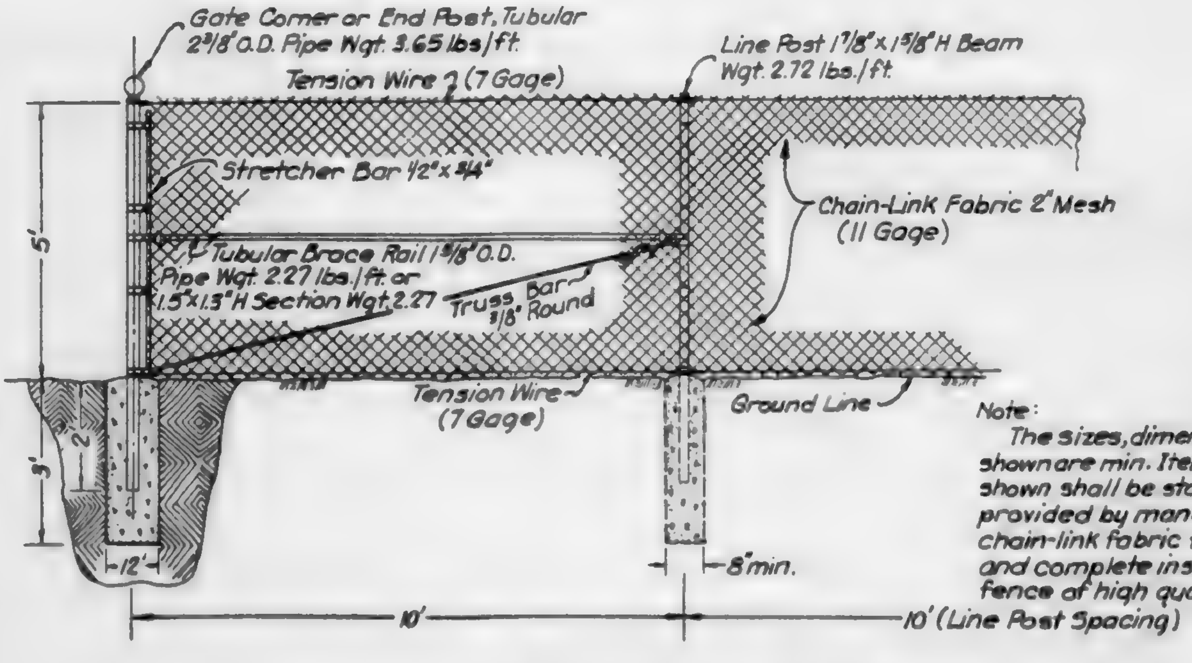
Item No.	Item		Unit Price	Amount
86.	5-foot Chain-Link Fence	2,100 lin.ft.		
	For ________________	per lin.ft.	$____	$______

Total Amount of Bid $____________________


A
A
B
B
6"
Existing 4'x4' Reinf. Conc. Box Culv. with Flared Inlet.
Remove conc
& Wingwalls as
connection of
existing box,
Metal Reinfor
in place and
concrete.
36" dia. extra Strength Conc. Pipe
36" dia. extra strength conc. Pipe
Remove concrete in apron & Wingwalls as necessary for connection of conc. collar to existing box, a 20" length of Metal Reinforcement to be left in place and bent into new concrete.
1'-8"
INLET END
Build up smooth transition sec. on bottom corners at outlet end only.
3'-0"
1'-0"
PLAN VIEW
Scale ½"=1'-0"
OUTLET END
4-#4 x 5'-8"
#short bars each face of collar. Place as shown.
2-#4 hoops
4-#4 x 4'-10"
6"
36" Dia.
4-#4 x 4'-10"
5'-2"
2-#4 x 5'-8"
6'-0"
SECTION A-A
2-#4 x 4'-0"
#4 short bars each face of collar. Place as shown.
2-#4 x 4'-0"
6"
36" Dia.
2-#4 x 4'-0"
4'-4"
Transition se
See note on
2-#4 hoops
2-#4 x 4'-0"
4'-4"
SECTION B-B

CONCRETE COLLAR DETAIL

@ STA. 229+00


Gate Corner or End Post, Tubular 2⅜" O.D. Pipe Wgt. 3.65 lbs/ft.
Tension Wire (7 Gage)
Line Post 1⅞"x1⅝" H Beam Wgt. 2.72 lbs./ft.
Stretcher Bar ½"x¾"
Chain-Link Fabric 2" Mesh (11 Gage)
Tubular Brace Rail 1⅝" O.D. Pipe Wgt. 2.27 lbs./ft. or 1.5"x1.3" H Section Wgt. 2.27
Truss Bar ⅜" Round
5'
3'
2'
Tension Wire (7 Gage)
Ground Line
12"
8" min.
10'
10' (Line Post Spacing)

Note:
The sizes, dimensions and weights shown are min. Items not covered or shown shall be standard products provided by manufacturer of the chain-link fabric for a balanced design and complete installation of chain-link fence of high quality.

5' CHAIN-LINK FENCE

(See Plans For Location)

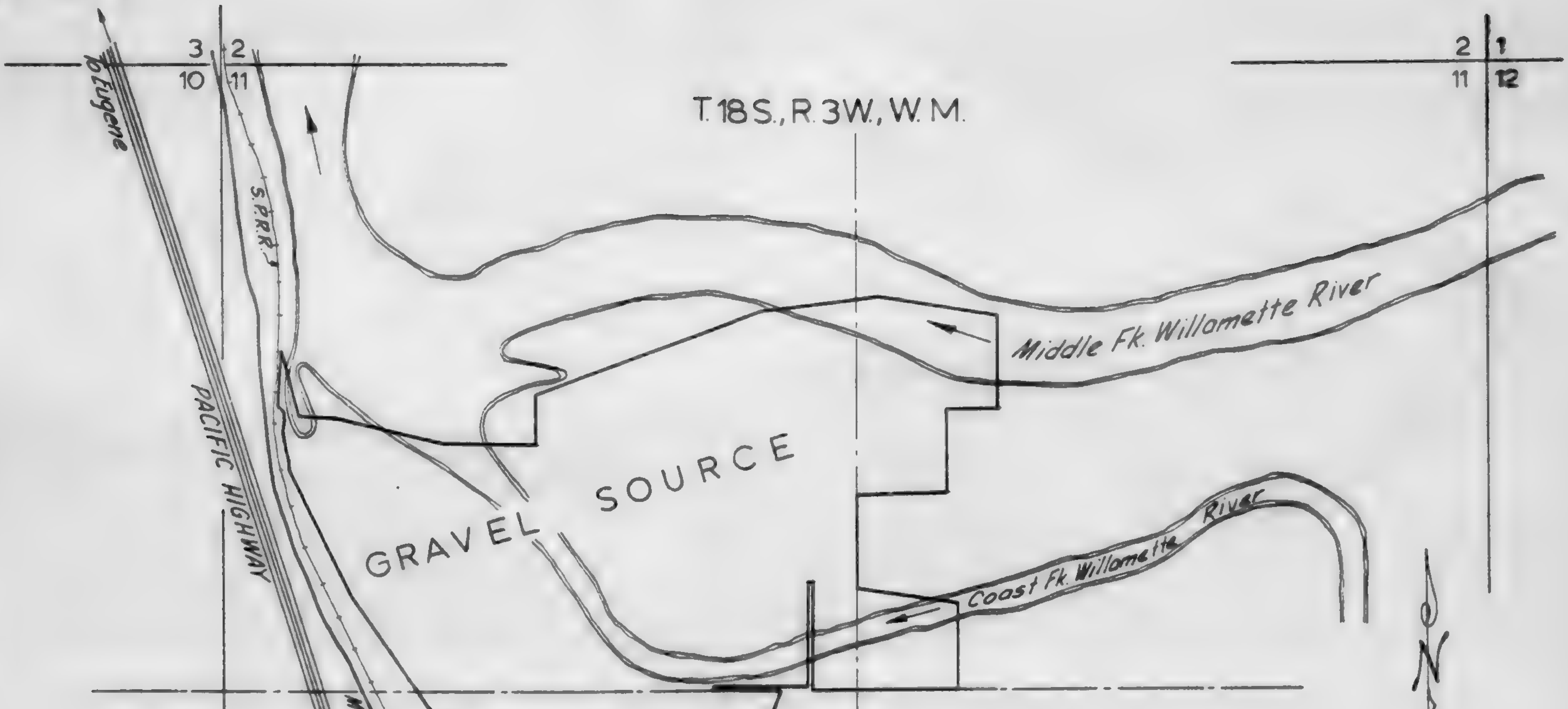
7V-5-1

JUDKINS POINT-GOSHEN SECTION PACIFIC HIGHWAY LANE COUNTY				SHEET No. 2-C
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-3(9)190		See Index

Revised 6-5-61 Chain-Link Fence Added

emove concrete in apron
Wingwalls as necessary for
onnection of conc. collar to
xisting box, a 20" length of
etal Reinforcement to be left
n place and bent into new
oncrete.

Transition section
ee note on "PLAN VIEW"



GRAVEL SOURCE NO.1

Scale 0 400 800 Feet

RECEIVED
JUN 6 1961
FOR FILING

I-5-3(7)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1961

SUBJECT: Western Union Telegraph Line
Judkins Point-Goshen Section
Pacific Highway
Lane County

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

On July 1, 1960 an estimate from the Western Union Telegraph Company was received in the amount of $4,700 for the adjustment of their facilities on the Southern Pacific Railroad right of way on the subject section.

Since that time, our plans have been revised so that the adjustment either has been changed or eliminated entirely. Western Union has done considerable survey work in connection with the proposed relocation and will request reimbursement from the State. A reappraisal of our plans is in order to determine exactly what, if any, conflict exists between our proposed construction and the telegraph lines.

If a conflict does exist, they should send us a revised estimate and sketch. If no conflict exists, they should bill us for preliminary engineering work under the terms of PPM 30-8.

Please request the Western Union Telegraph Company to recheck this project as necessitated by our revision of plans.

Tom Edwards
Construction Engineer

By C H Baker
C. H. Baker
Assistant Field Construction Engineer

NOTED
G. S. PAXSON

TWL:fp

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 1961
FORM E-20X—50M—2-59—16190
FOR FILING
I-5-73(9)190
91

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 29, 1961
Salem, Oregon

SUBJECT: File No. 29558 - Southern Pacific Company
Junkins Point-Goshen Section
Pacific Highway
Lane County

To: Mr. Walter T. Wright
Right of Way Engineer
State Highway Building
Salem, Oregon

Attached hereto you will find a letter from Southern Pacific Company along the lines which we discussed by telephone this morning.

I wish to mention, however, that they are somewhat altering the description of the small parcel which is to be conveyed, cutting back what would be the northeasterly corner of the parcel the ultimate description to contain a little less square footage than covered by our description.

From the sketch which Mr. Kendrew exhibited today, it would not appear that this slight change would affect the purpose for which the parcel is being secured, as their engineers have taken this into consideration and, according to Mr. Kendrew, have discussed it with Mr. Paxson of this office.

E. J. Benner
Right of Way Supervisor
G. S. PA

EJB:ke
Attachment
cc Mr. L. I. Lindas
Mr. G. S. Paxson

RECEIVED
MAY 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 16 1961

FOR FILING

I-5-2(a) [illegible]

[illegible]

May 15, 1961

CERTIFIED MAIL

Mr. Edward Hale Judkins
912 Yardley Drive
North Augusta, South Carolina

Re: File No. 20019
Judkins Point-Goshen Section
Pacific Highway
Lane County

Dear Mr. Judkins:

Thank you kindly for your very prompt reply to our letter of May 2, 1961.

For your information you will find enclosed a copy of our title report from Cascade Title Company in Eugene dated October 14, 1960. The report shows that you are the sole owner of the property except for the dower interest of your wife. It also shows the access restrictions set forth in the instruments signed by your father. According to this title report, you have received title through the estate, and it will not be necessary for you to receive a deed to the land. The writer has been told that there is another tract of land the title to which is in the estate; however, the property covered by our description does not involve the estate anymore. Exception #4 in the title report mentions unpaid taxes; probably these taxes have been paid in the intervening period.

Our offer in the amount of $11,887 includes compensation in full for the four parcels of property and damages to your remaining land on both sides of the highway. You were correct in stating that our description covering Parcel 2 is ambiguous. Enclosed you will find a new real estate option in quadruplicate which we have prepared correcting the legal description of Parcel 2. The exact acreage is as follows:

Parcel 1		0.04 Acre
Parcel 2		1.45 Acres
Parcel 3		0.15 Acre
Parcel 4		0.02 Acre
	Total	1.66 Acres

Under our usual practices, rights of way are acquired by negotiation; or if negotiation fails, by condemnation. The purpose of the option is to be able to present a written agreement for purchase of the property before the State Highway Commission. Upon the Commission's acceptance of the option, we proceed to close our transaction. Usually payment can be made in about a month after the State Highway Commission has approved the option. The next meeting of the Commission is scheduled on Friday, May 26, 1961.

The option forms that were mailed to you on May 2 should be discarded. If you now find that the enclosed option forms meet your acceptance, we would appreciate you and your wife signing and returning three of the copies in the enclosed stamped envelope. You may retain the fourth copy for your own record. Your cooperation in this transaction is very much appreciated.

Very truly yours,

Jean Ewen, Jr.
Right of Way Agent

JE:ke

Enclosures

RECEIVED
MAY 15 1961
FOR FILING

COMMISSIONERS
M. E. [illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 12, 1961

NOTED
W. C. WILLIAMS

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

File No. 27726 - Furuset
Judkins Point-Goshen Section
Pacific Highway
Lane County
Oregon Project I-5-3(15)190

Dear Sir:

This will reply to your letter of April 20, 1961, relative to the zoning of the subject property.

In accord with your request, we have solicited the comments of our appraisers in regard to this zoning matter. We attach, for your information, copies of their comments.

The matter mentioned on page 2 of your letter of drafting legislation to protect right of way from rezoning or improvement has been referred for later reply by the Chief Counsel.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:zg
~~Attachments~~

cc Mr. W. C. Williams
Mr. L. I. Lindas

RECEIVED
MAY 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1961
FOR FILING

I-5-3(9)190

5945

May 8, 1961
Salem, Oregon

Commercial value on properties
presently zoned residential
File No. 27726 - Furuset
Judkins Point-Goshen Section
Pacific Highway
Lane County

Mr. H. W. Snell
Assistant Appraisal Supervisor
Oregon State Highway Department
State Highway Building
Salem, Oregon

In reply to your letter of May 3, 1961, concerning the commercial value I placed on the Furuset property, I have made a further inquiry into the zoning situation in the Eugene-Springfield area. Five Eugene realtors (Cliff Culp, Dave Knox, George Blinkhorn, Jim Rodman and Glenn Cougill) were consulted as to recent zone changes and the methods of getting approval by the Planning Commission. Frank Hruza, Senior Planner of the Lane County Planning Commission, was also consulted.

An attached map shows the location of some of the zoning changes which have taken place in recent years. In correlation with the map enclosed, the following are examples and brief summaries of these changes:

A. The zoning on this property was changed from agricultural to light industrial in September 1957. The long-range plans for Glenwood District call for the entire area to be industrial. Pape' Bros., purchased 17.5 acres for $28,600 in this area in September 1957, and have since built their Caterpillar Agency buildings. Dale Fischer purchased land in this area in 1957 and has since developed it.

B. Dale Fischer purchased 0.7 acre of the residential suburban-zoned land directly east across Henderson Avenue for $4,500 in September 1958. This represents $6,430 per acre paid without zone change. Mr. Fischer, through realtor Dave Knox, indicated the reason he purchased this land was partially to protect his interest in Pape's Caterpillar business, and partially speculation on both the land becoming re-zoned and the then proposed highway interchange to be built at Henderson Avenue. This property located 500 feet south of Furuset, opposite side Henderson Avenue.

C. This area was changed to industrial zoning (M-1 and M-2) in July 1955. As mentioned before, an urban renewal project is in the planning stage which would eventually change all land south of the Willamette River and north of Highway 99 (Glenwood District) to an industrial zoning.

D. In December 1959 the Portland Fixture Company, dealing with realtor, Cliff Culp, obtained the Lane County Planning Commission's approval for enlarging this area for a shopping center. Only the front 150 feet along "Q" Street had previously been zoned commercial. The remainder was zoned residential suburban. The Commission required plans showing the buffer strip, set-back and parking facilities. The final legal change is pending the developer's signing of the deed and agreement.

E. The zoning of this property was changed from agriculture to limited commercial in July 1956.

F. The zoning of this property was changed to commercial with a variance allowed to construct a building supply store and yard area. This change was tabled by the Commission until the petitioner submitted plans showing a buffer strip of 10 feet along the sides and rear of the property, sufficient parking facilities, and proof of compliance with all other Commission requirements. The change in zoning was finally approved May 1, 1961.

G. This 30-acre parcel of land was optioned in the fall of 1959, subject to a change in zoning being approved. The zoning was changed and the option exercised in April 1960. This change was made over the protest of neighboring land owners. This property is to become the Plaza Shopping Center, which will include a Safeway store, among others. Before the Planning Commission would approve this change, the developer not only had to agree to include a landscaped buffer strip; but in addition, had to donate land and agree to pay for the constuction of a road on the right of way along the northern boundary of this development.

H. This property, consisting of 21 acres, was optioned for $10,000 per acre subject to getting the zoning changed from R-3 (residential) to C 3-P (commercial). This land lies just behind the present shopping center at "Q" Street and Coburg Road. The Commission approved the change in April of this year. As yet, the option has not been exercised.

I. The zoning of this property was changed in 1960 from agricultural to R-3 (multiple residential), with plans for a medical center and architect's office to be built. E. D. P. Investments purchased this 16-acre tract for $5,000 per acre. Adjacent agricultural properties to the east and west have subsequently sold for $4,000 and $5,000 per acre, in hopes of getting the zoning changed.

J. Southgate Development Company (Portland Fixture Company) optioned this 5.5-acre tract in late 1959 for $76,000. The zoning was changed to commercial (C 3-P) and the option exercised May 4, 1960. This shopping center will include Irish and Swartz and Tiffany-Davis stores.

K. The zoning of this property was changed from public land to commercial approximately three years ago. McKay's Market was to develop this area; but as yet, nothing has been done.

L. The zoning of this 13.5-acre property was changed from single family residence to commercial May 1, 1961. The City Council has yet to approve this change, but their acceptance is almost certain. The Planning Commission's approval of this change was delayed until sufficient plans and an agreement guaranteeing a buffer strip and other restrictions were presented by the developer.

Mr. Frank Hruza, Senior Planner of the Lane County Planning Commission, was asked if he or Mr. Howard Buford, Planning Consultant, would make a definite statement as to the future zoning of that land south of Pacific Highway, including the Furuset property. He replied that neither a statement forbidding or approving a change would be realistic. All in all, Mr. Hruza would not commit himself nor the Planning Commission to any future course of action, other than generally following their projected plans for zoning the land north of the highway as industrial and zoning the land south of the highway as residential.

When asked if the Commission wouldn't approve a zone change for some development such as a "State Farm Mutual" office building or the like, he replied, a bare or blanket request would definitely be turned down. But, if fairly detailed plans of the proposed development were presented, including landscaping, buffer strip agreement, etc., he thought the Commission would consider such a change.

The zone changes listed above are examples of developers, in many instances, being able to overcome the original opposition of the Commission, and indicate the constant developments and changes being made in the Eugene area. In my opinion, eventually some additional buffering in the form of commercial development will very likely separate the proposed residential properties from the industrial properties to the north.

In summary it should be noted that no attempt has been made to out-guess the Planning and Zoning Commission at Eugene, Oregon, nor does my appraisal state that in my opinion the zoning will be changed to a higher and better use. The appraisal merely takes into account that a prudent buyer with the foregoing evidence at his disposal would pay a higher price for the Furuset property than straight residential value.

It is a well-known fact that Howard Buford, the zoning consultant in this area, has been a very strong force in the planning and zoning of the properties in the Eugene-Springfield area. Further, it must be agreed that the Planning and Zoning Commission at Eugene is making a valiant effort to hold the line on planning and zoning until all rights of way have been acquired for county and state highway rights of way. I personally believe that when the over-all road building program is completed in the Eugene-Springfield area, that many properties which have an obvious commercial potential will be so zoned.

For the following reasons I choose to believe that the Furuset property would be one of the properties so enhanced by a zoning change:

A. The Furuset property is located at the first grade crossing of any importance southerly of Eugene on 99E.

B. It is directly across the street from a highly developed industrial area.

C. There are no residential properties that would be adversely affected by proper utilization of this land to a higher and better use.

D. Planning and Zoning Commissions are one of the most powerful arms of government today. By their action they can penalize a good property or accentuate the value of a poor property by the simple expedient of a zone change or variance. However, their basic function is to protect the rights of the majority and at the same time not impede the development of the economical potential of a given area if such be in the best interest of the general public.

I therefore feel that the Furuset property, if left to follow its natural course, the law of supply and demand being what it is, would sell for a price closely approaching prices paid for commercial property.

Robert C. Friess
Division Line Appraiser

RCF:ke

Attachment

cc Mr W. T Wright
Mr. L. I. Lindas
Mr. E. J. Benner

RECEIVED
MAY 2 1961
FOR FILING
I-5-3(1) [illegible]
5/4 [illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: April 20, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.7 Salem, Oregon

By: DMEmrich
D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon Project I-5-3(15)190, Judkins Point-Goshen Section - File 27726

Our review of this right of way settlement indicates a commercial value was placed on the property acquired even though it is presently zoned agricultural with residential usage permitted. The appraisers state:

> "Property at present is zoned agricultural. However, a prudent buyer would be justified in paying a higher price for this land, knowing that a change in zoning in all likelihood could be obtained."
>
> "That, although the property is presently zoned agricultural by Lane County there is a fair chance zoning could be changed to light industrial. This, of course, is not a certainty. However, the Pape'-Fischer land located immediately north of the subject property was previously zoned agricultural, had the same physical characteristics as the subject property except for size, and had similar access to the highway and Henderson. Three years ago the owners were able to get a county zoning change on this to light industrial, presenting a good basis for argument in spite of the planning commission's present negative attitude to my inquiry."

We are aware of the difficulties faced by appraisers when a Planning Commission refuses to commit themselves as to a possible zone change or where a Planning Commission's past performance indicates zoning changes were allowed irrespective of their previous assurances that no changes would be permitted. Evidently the appraisers believed that the Planning Commission would approve a zone change. However, the present long range plans of the Planning Commission indicate that the areas south of Highway 99 are for residential usage. Commercial and industrial use is not to be permitted. Areas north of Highway 99 are for industrial usage. It is our opinion that when a Planning Commission takes a strong stand that the appraisers should give such a position careful consideration. Before we will recommend full Federal-aid, the comments of your appraisers are requested.

Copy to [illegible]

-more-

RECEIVED
APR 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Your recent submission of Right-of-Way Policies and Procedures (required by PPM 21-4.1) stated:

> "No specific legal authority exists to permit the State Highway Department to freeze proposed rights of way in their present state of improvement or zoning. Public hearings are held at the time of route selection. Public agencies are notified of these hearings and, as a cooperative effort, have resisted any proposal for rezoning of properties known to be within the highway right of way. This effort has been only partially successful in that these agencies generally refuse, when a specific question arises, to make a written statement that property rezoning would not be permitted.
>
> The engineering and right of way organizations attempt to protect proposed rights of way from development by making specific advance acquisitions of those properties upon which further development is proposed or undertaken."

We would appreciate your comments as to the consideration given to drafting legislation that would protect right of way from rezoning or improvements. This would refer to right of way where public hearings had been held and route approval obtained.

RECEIVED
APR 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1961

FOR FILING

April 11, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Judkins Pt.-Goshen Section
Pacific Highway
Lane County

Dear Sir:

We have previously made application to you for an easement to allow the construction of the McVay Highway to the Pacific Highway south of Judkins Point. Under date of January 13, 1961, you wrote us advising that you desired to retain this property for future railroad development.

We have restudied our location and have made line changes which reduce the encroachment upon your tracks to a very minimum. I am attaching hereto two prints from our Drawing 1B-5-1433, dated April 1961, which is a map showing the proposed encroachment, and two prints from our Drawing 3B-22-7, dated April 1961, which show the cross-sections through the area in question.

I hope that you can act favorably upon this application, as we have drawn our lines as close together as is possible.

Very truly yours,

W. C. Williams
State Highway Engineer

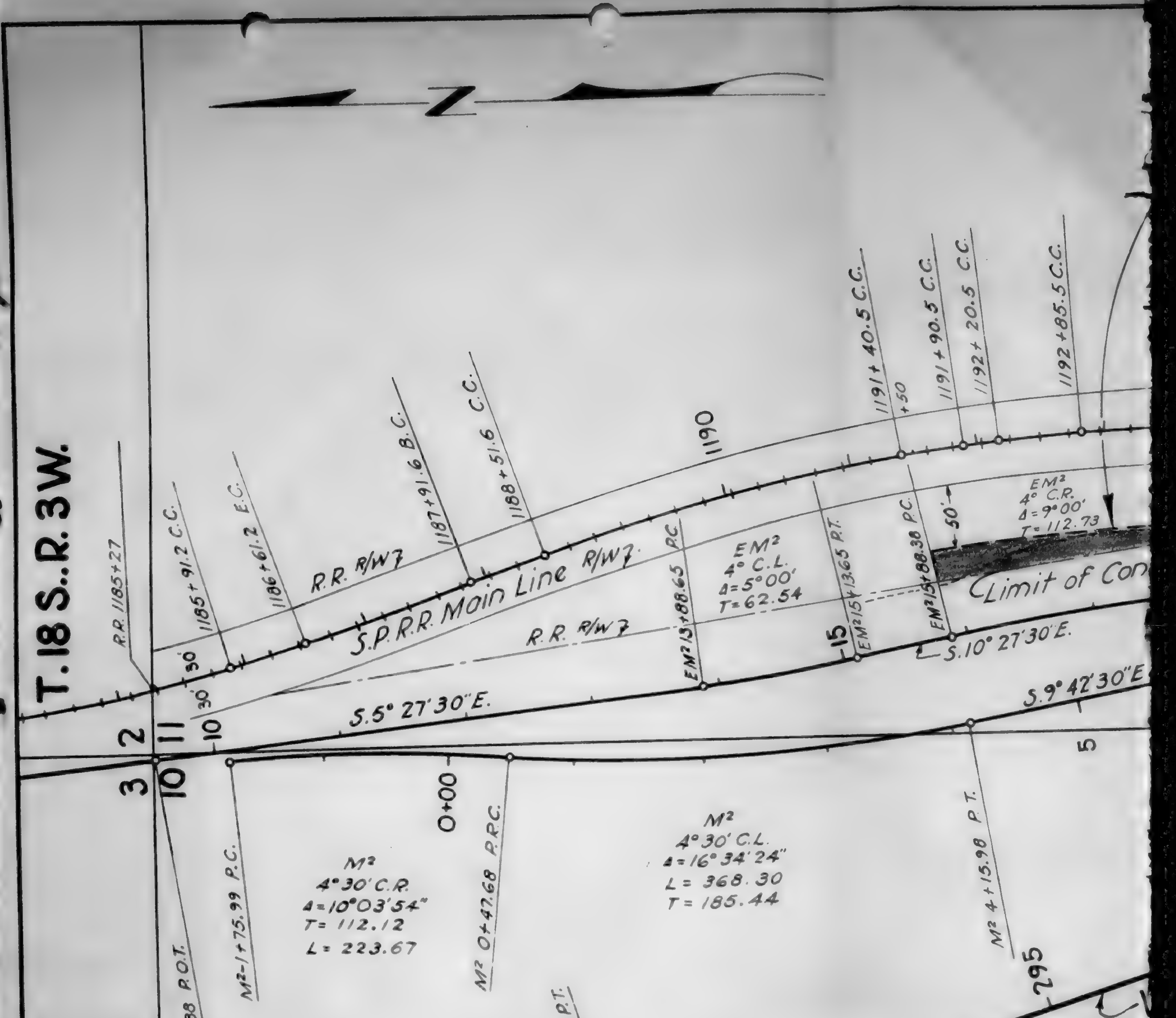
By

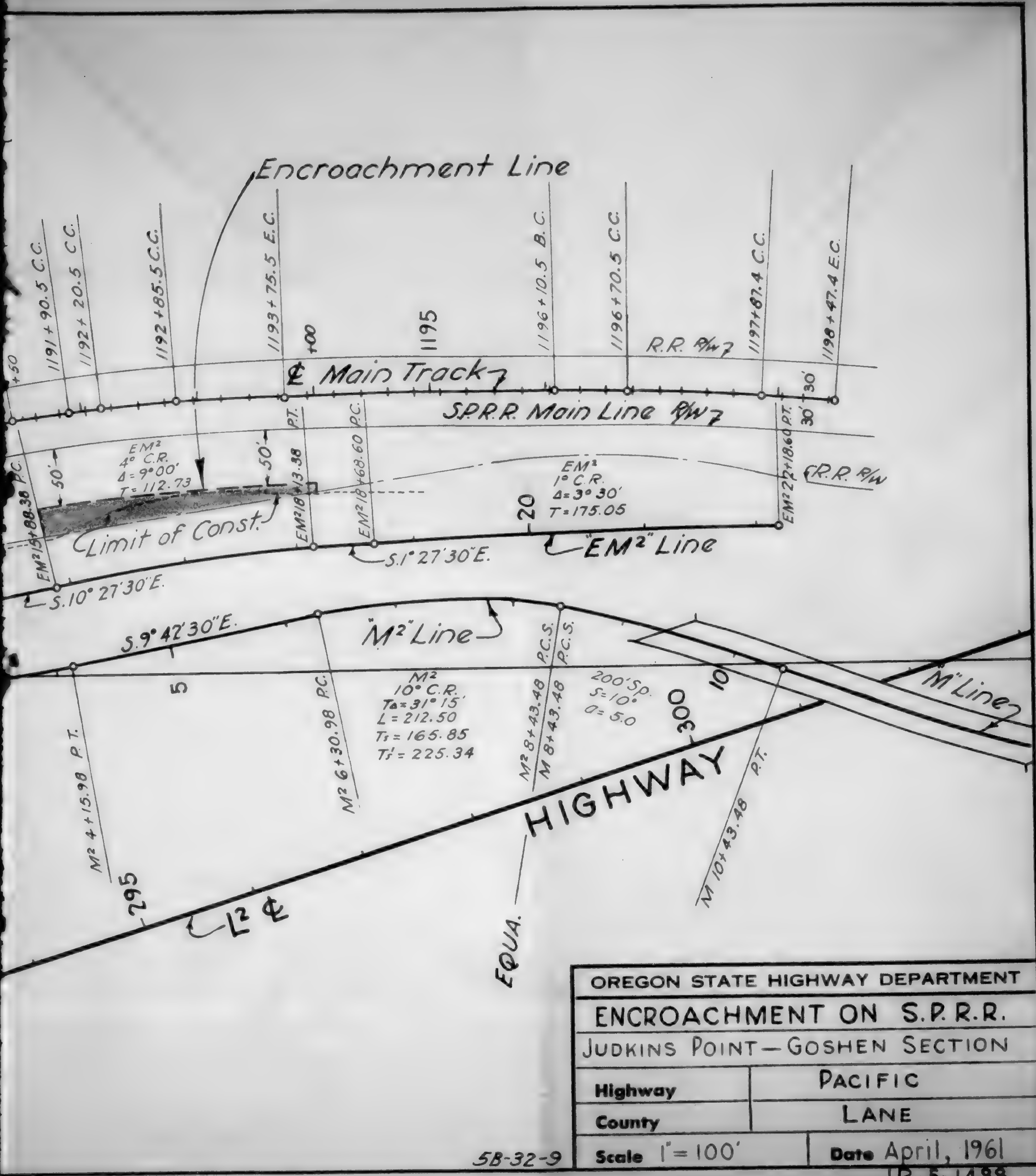
G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:[illegible]

cc to: Mr. W. C. Williams, Mr. Tom Edwards, Mr. Walter T. Wright


T. 18 S.. R. 3W.
R.R. 1185+27
1185+91.2 C.C.
1186+61.2 E.C.
1187+91.6 B.C.
1188+51.6 C.C.
1190
1191+40.5 C.C.
+50
1191+90.5 C.C.
1192+20.5 C.C.
1192+85.5 C.C.
R.R. R/W 7
S.P.R.R. Main Line R/W 7
R.R. R/W 7
30'
30'
2
11
10
3
10
S.5° 27' 30" E.
EM² 13+88.65 P.C.
EM² 4° C.L. Δ=5°00' T=62.54
15
EM² 15+13.65 P.T.
EM² 15+88.38 P.C.
50'
EM² 4° C.R. Δ=9°00' T=112.73
Limit of Con
S.10° 27' 30" E.
S.9° 42' 30" E
5
0+00
M² 4°30' C.R. Δ=10°03'54" T=112.12 L=223.67
M² 4°30' C.L. Δ=16°34'24" L=368.30 T=185.44
M² 4+15.98 P.T.
M² 0+47.68 P.R.C.
M²-1+75.99 P.C.
EM² 9+54.88 P.O.T.
L² 291+45.82 P.T.
295
290
PACIFIC
S.15° 57' 30" E.



OREGON STATE HIGHWAY DEPARTMENT

ENCROACHMENT ON S.P.R.R.

JUDKINS POINT — GOSHEN SECTION

Highway	PACIFIC
County	LANE
Scale 1" = 100'	**Date** April, 1961

1R-5-1488

℄ S.P.R

OREGON STATE HIGHWAY DEPARTMENT
X – SECTIONS

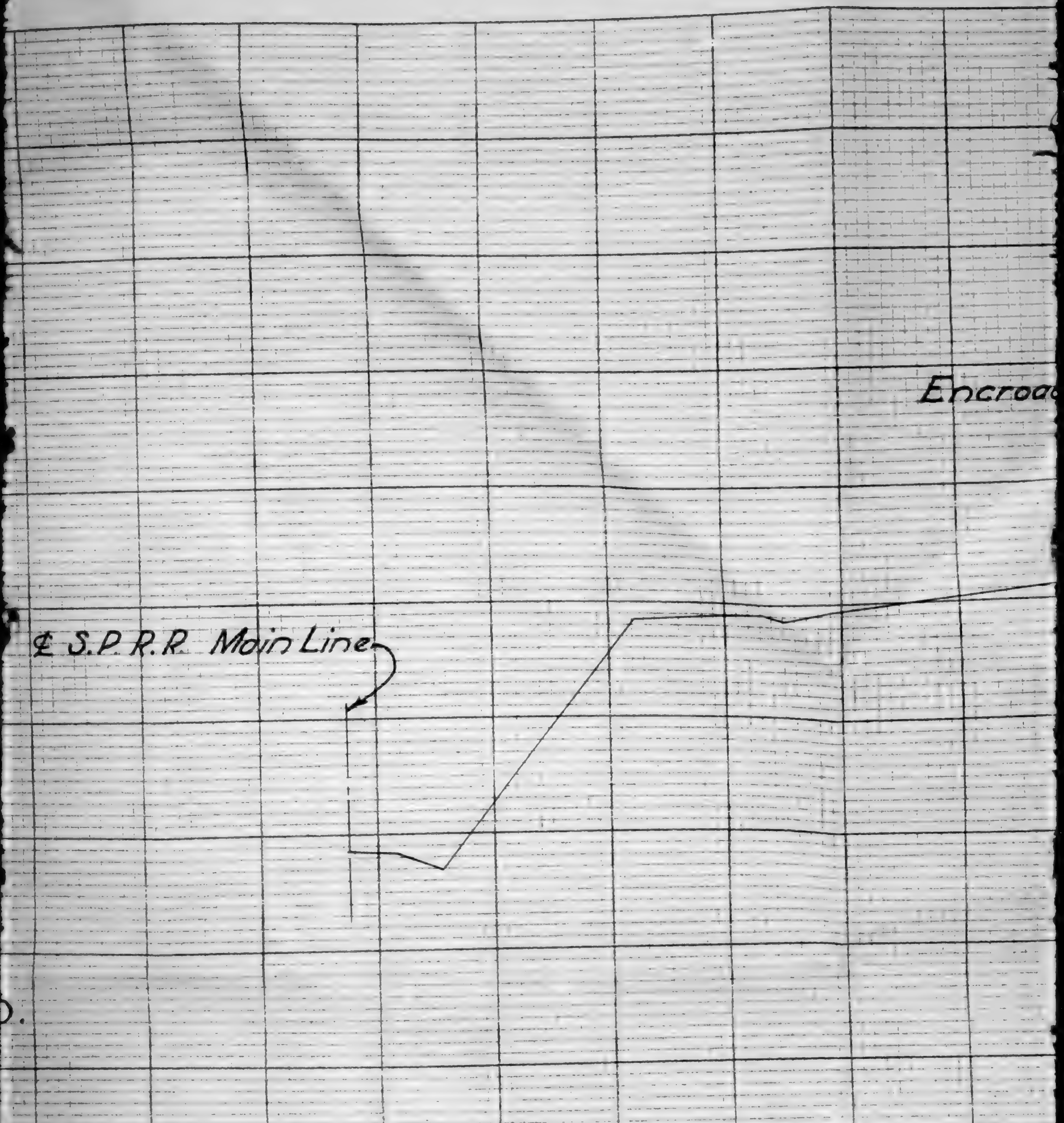
ENCROACHMENT ON S.P. R.R. CO.

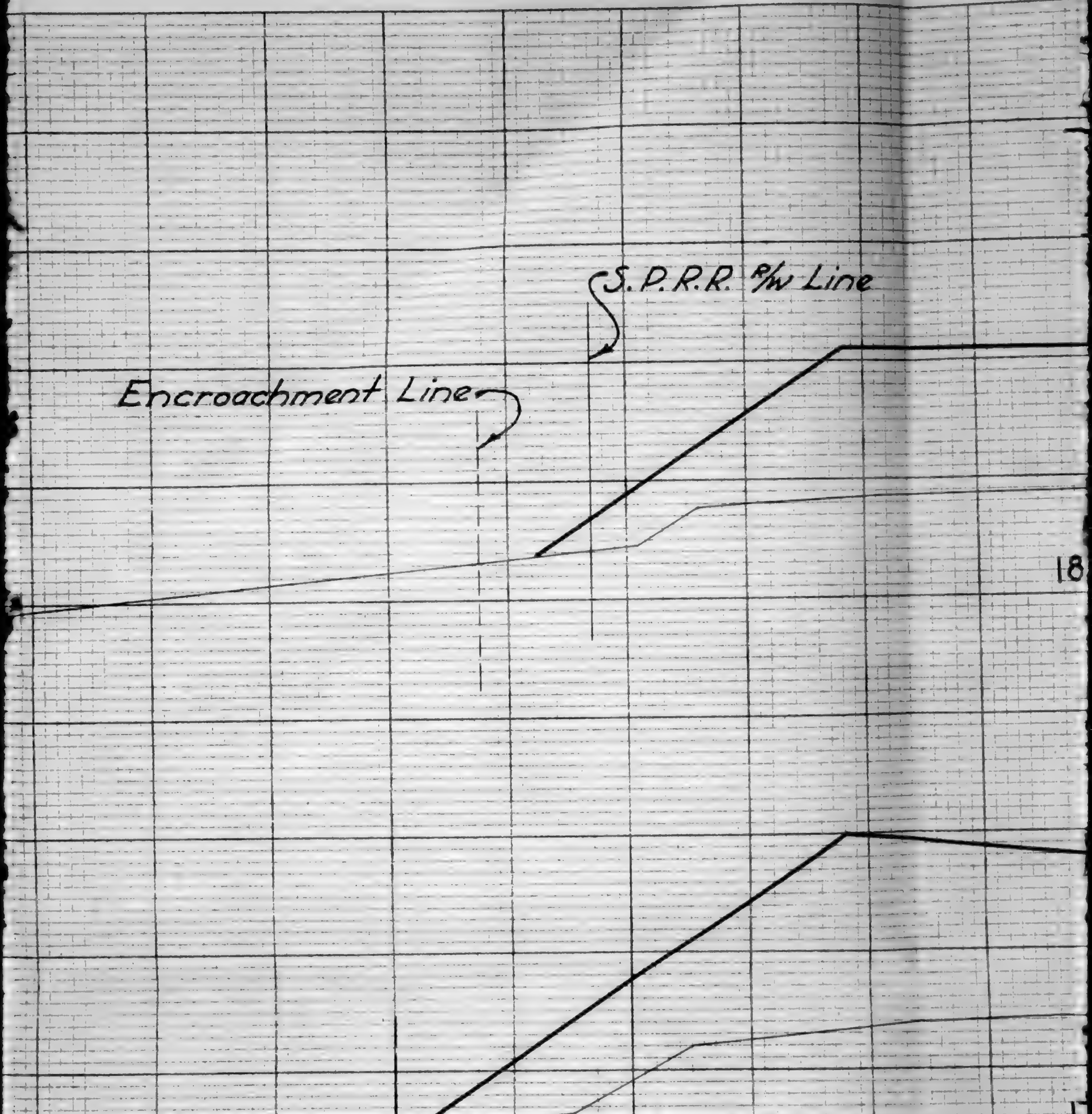
JUDKINS POINT – GOSHEN SECTION

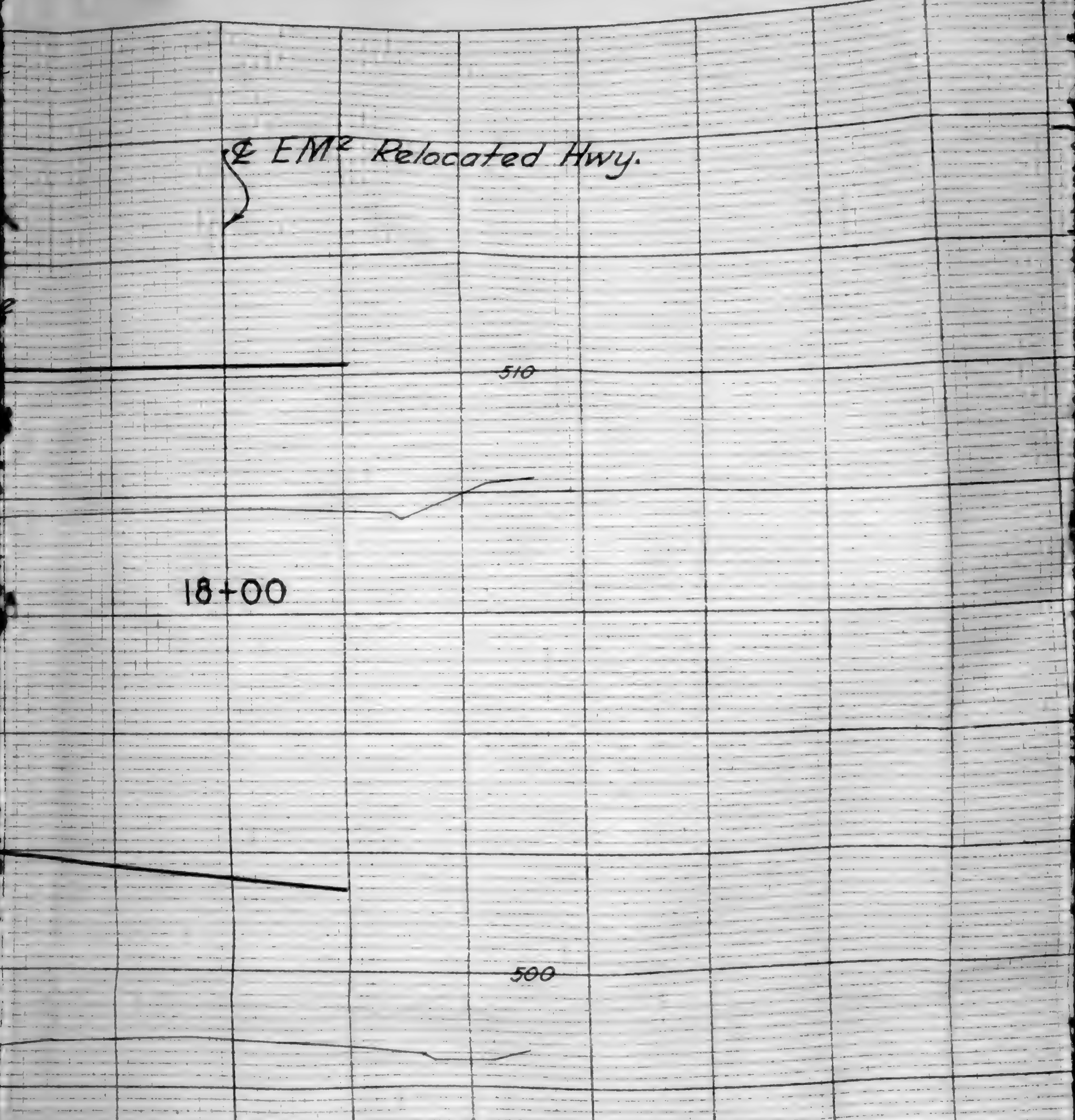
PACIFIC HIGHWAY
LANE COUNTY

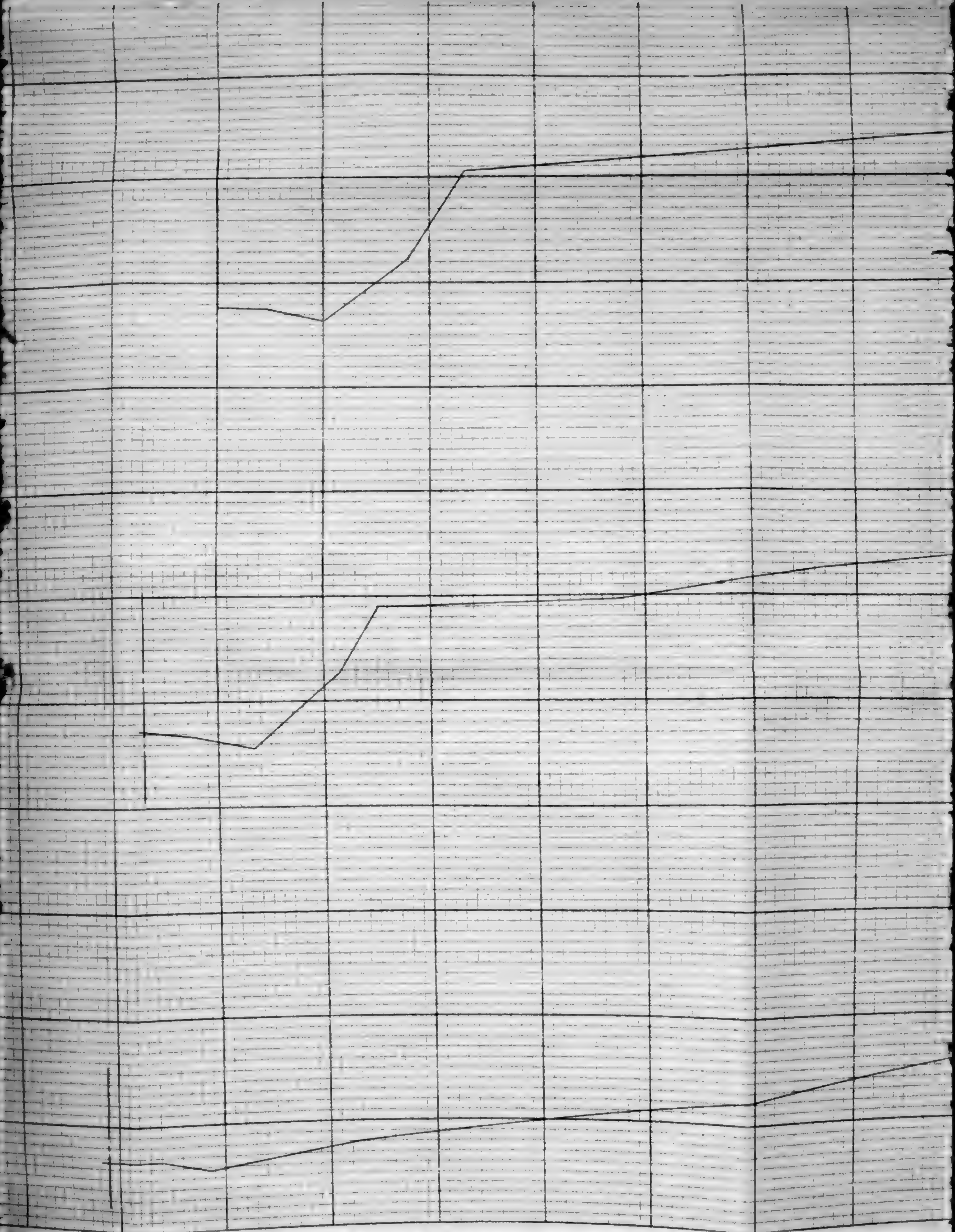
Scale: 1" = 10' April, 1961

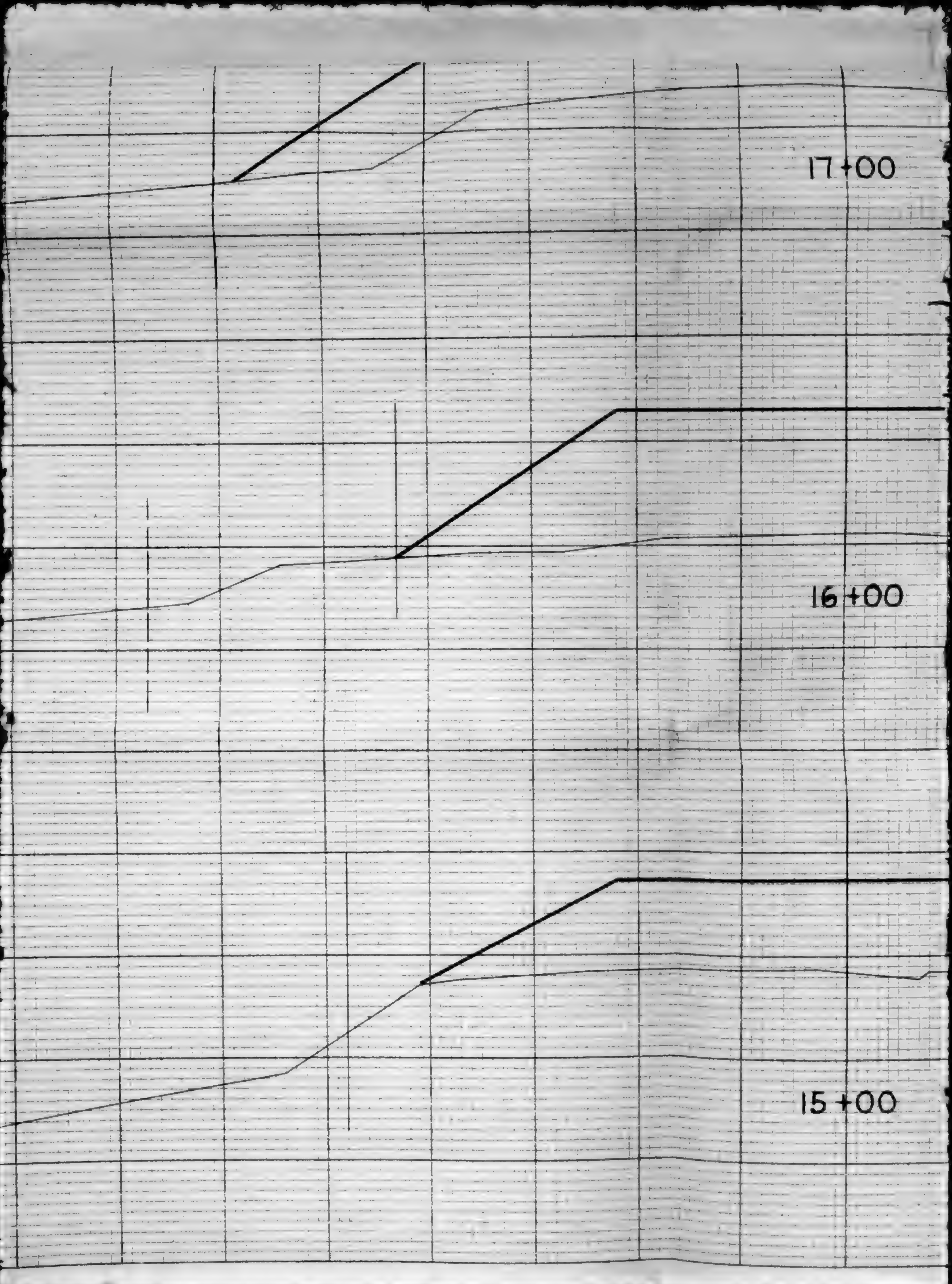
Drg. No. 8B-22-7
See 1R-5-1488

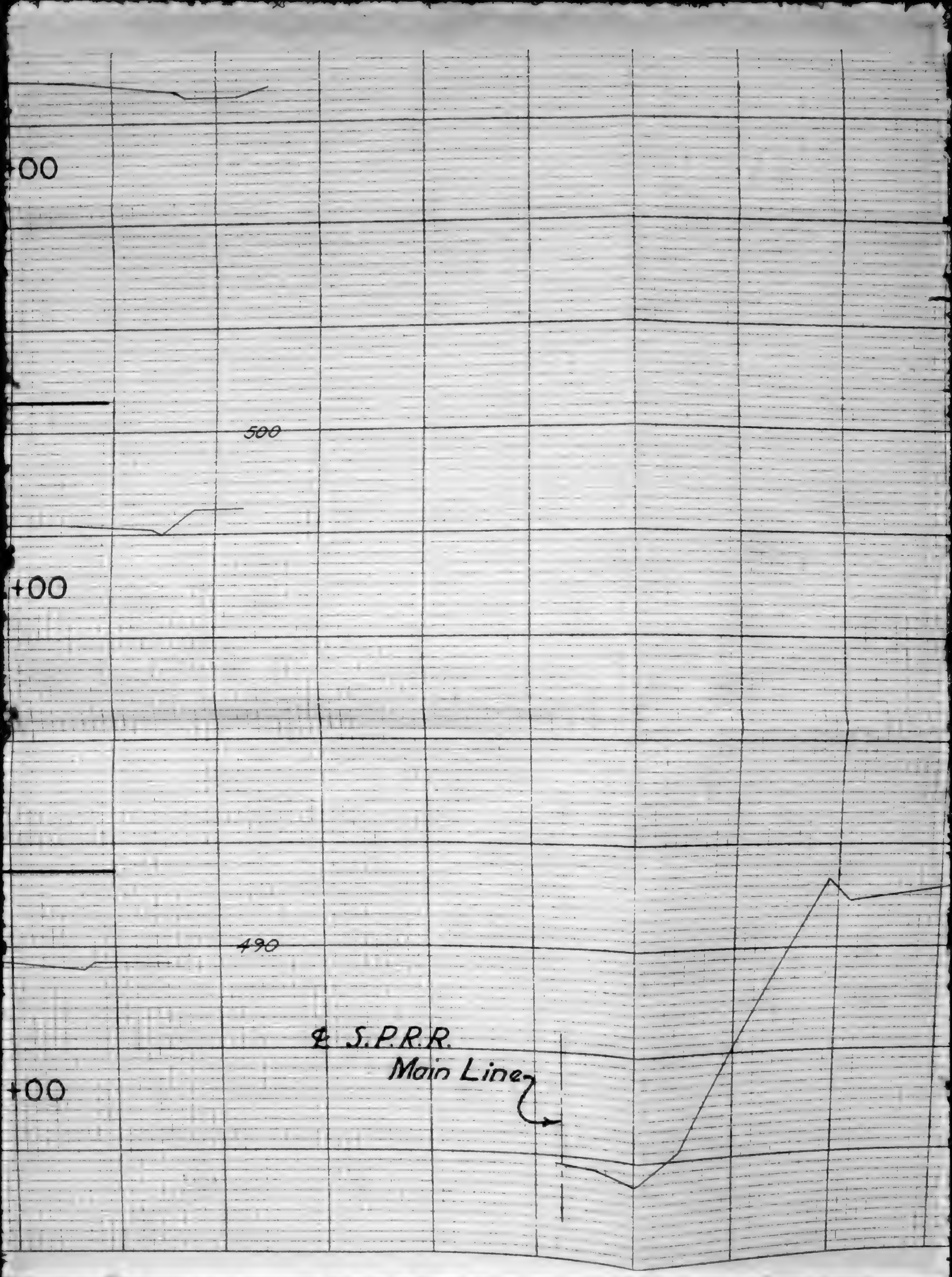

Encroac
℄ S.P.R.R. Main Line
D.
61


S.P.R.R. R/W Line
Encroachment Line
18
17

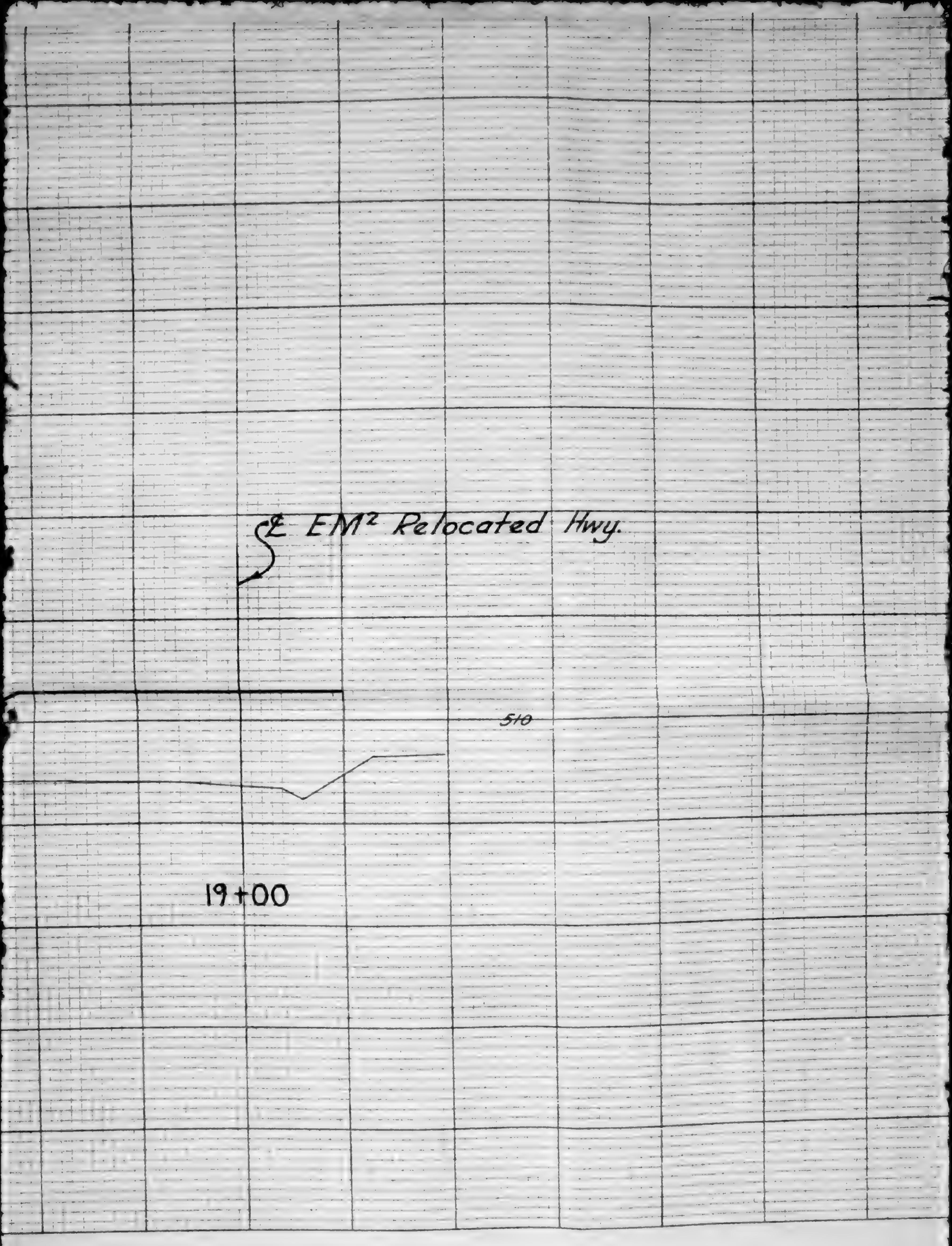

℄ EM^2 Relocated Hwy.
510
18+00
500
17+00




17+00
16+00
15+00


+00
500
+00
490
℄ S.P.R.R.
Main Line
+00

S.P.R.R. R/W Line


℄ EM² Relocated Hwy.
510
19+00

FORM E-30 50M 2-60 28119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1961

SUBJECT: 29558 - Southern Pacific Railroad Company
Judkins Point-Goshen Section
Pacific Highway
Lane County

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are two copies of revised description dated March 31, 1961 and two prints of encroachment map 1R-5-1488 dated April 1961, concerning an encroachment required from the Southern Pacific Railroad Company, on the subject section

Tom Edwards
Construction Engineer

By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

RECEIVED
APR 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

9

RECEIVED
APR 10 1961
FORM E-30X 50M 7-59 22125

FOR FILING

I 75-3(4) [illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
4/7/61

To: Mr. G. S. Paxson
OFFICE

Judkins Pt -
Goshen Sec

SUBJECT: Cooperative Construction Agreement
Riverview St., 16th Ave., & Agusta St.
Judkins Point-Goshen Section
Pacific Highway
City of Eugene

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 8/16/56.

John D. Graham
County & City Relations Office Engr.

JDG:mm
Att.

cc: D. J. Barbee
V. D. Wolfe ✓

RECEIVED
1961
ENGINEER

NOTED
V. D. WOLFE

RECEIVED
FEB 21 1961
FOR ~~FILING~~

I-5-3(9) [illegible]
[illegible]
5-9 [illegible]

W C Williams

REFERRED TO
Cooper

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 15, 1961
Salem, Oregon

SUBJECT: File No. 29558
Judkins Point-Goshen Section
Pacific Highway
Lane County
Southern Pacific Company

To: Mr. Walter T. Wright
Right of Way Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

On Friday of last week in company with Mr. Friess, I called on Mr. E. A. Kendrew of the Southern Pacific Company in regard to a long narrow parcel of property lying between the Judkins Point-Goshen relocation and the McVay Highway in Lane County, which we have been attempting to acquire.

Reference to a recent letter from the company, you will note, indicates that they are now unwilling to sell the property because of possible damage to the slope fronting the railroad right of way at this point, and also for the reason that the property is needed for communication pole lines.

As our engineers upon a recheck of the matter have advised that we must have the strip, the principal purpose of the call was to advise the railroad of the position that we would have to take. It appears that under the present circumstances the only course this office can follow is to write a Recommendation for Condemnation of the parcel. However, the possibilities of taking title to only the portion necessary for roadbed construction and a construction easement only for the portion needed for shoulders or lateral support, were discussed. Mr. Kendrew was of the opinion that something of this sort could be worked out and the railroad company's objections could be withdrawn.

This information is forwarded as a possible solution to the problem without resorting to costly and probably needless litigation.

NOTED
W. C. WILLIAMS

E. J. Benner
Right of Way Supervisor

EJB:ke

cc Mr. W. C. Williams

Rix 504
Edw

RECEIVED
FEB 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 6 1961
FOR FILING

I-5-3(9)1

S 741

MISC. CONTRACTS and
AGREEMENTS No. 2232

Salem, Oregon
February 1, 1961

Throughway Agreement
Judkins Point-Goshen Section
Pacific Highway
Lane County

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a throughway agreement with Lane County covering the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Board of County Commissioners, Lane County.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 23, 1961

SUBJECT: Throughway Agreement
Judkins Point-Goshen Section
Pacific Highway
Lane County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a throughway agreement covering the subject project. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 8/16/56.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright
V. D. Wolfe

G S Paxson

[illegible]
DATE 8-16-56 Min. Page 26906
Floyd Query
Secretary

RECEIVED
FEB 2 1961
FOR FILING

I-5-3 (9) 19

5945

c9a1952

February 1, 1961

Board of County Commissioners
Lane County
Court House
Eugene, Oregon

Gentlemen:

We are enclosing for the records and files of Lane County a fully executed copy of a Throughway Agreement between the State Highway Commission and Lane County covering the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JAN 24 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1961

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Throughway Agreement
Judkins Point-Goshen Section
Pacific Highway
Lane County

Attached are three copies of a throughway agreement covering the subject project. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 8/16/56.

JDG
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright
V. D. Wolfe ✓

RECEIVED
JAN 23 1961
OFFICE OF
STATE [illegible] ENGINEER

NOTED
V. D. WOLFE

RECEIVED
JAN 18 1961

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 17, 1961

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Gentlemen:

Enclosed are two copies of a revised agreement on the Judkins Point-Goshen Section of the Pacific Highway.

This agreement differs from the agreement forwarded to you December 2, 1960, in that the State will maintain the frontage road on the west side of the new highway south of Bloomberg Road. This frontage road is shown colored in brown on the revised exhibit.

This agreement has also been revised to permit the State to so sign the Judkins Road Connection that it will be one-way only at the point where it intersects Judkins Point Interchange. This revision is in paragraph no. 3 under THINGS TO BE DONE BY STATE.

If this revised agreement is satisfactory would you please sign both copies, have the signatures attested by the County Clerk, and return both copies to this office. After signature by the Highway Commission, one fully executed copy will be returned to you for your files.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

cc: G. S. Paxson
D. J. Barbee

FORM E-123-X 7SM

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
NOV [illegible] 1960

November 18, 1960

870

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: A. W. Kilborn
Superintendent

File 29558
Judkins Point-Goshen Section
Pacific Highway

Your File 323-3

Gentlemen:

We have received the fully executed easement dated September 29, 1960, from the Southern Pacific Company to the Oregon State Highway Commission, for drainage facilities on the Judkins Point-Goshen Section of the Pacific Highway in Lane County, Oregon.

The easement is being forwarded for recording in the Lane County Deed Records today. We will furnish your office with the recording information as soon as it is available.

Very truly yours,

EARL F. SALING
Right of Way Office Manager

RK
ls

cc: G. S. Paxson

Frank Morgan, Div. Engr.
(With 2 copies Easement)

G. S. PAXSON

2

RECEIVED
NOV 15 1960
FOR FILING

I-5-3(9) 190

5945

November 14, 1960

1870

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is in reply to your letter of November 2 requesting that the Goshen Interchange be redesigned and included in the Judkins Point-Goshen Section to bring it up to interstate standards.

The Judkins Point-Goshen job ends at the railroad overcrossing structure just north of the interchange area. At present, we do not have an adequate design for the Goshen Interchange and do not propose including it in the job; however, design work is proceeding now and when it is approved, a separate contract, including signing, can be set up.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

DNS:jp fn

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: November 2, 1960

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.2 Salem, Oregon

SUBJECT: Oregon Project I-5-3( )179, Goshen Interchange area

Reviewing the proposed schedule of contract lettings dated November 1, 1960, we note that the Judkins Point-Goshen section is scheduled for April 18, 1960 and later. The existing contract, I-5-3(14)181, covering the Goshen to the Coast Fork section of Interstate Route 5 has its northern terminus just south of the Goshen Interchange. Please advise whether or not you plan to bring the Goshen Interchange up to full Interstate Standards at the same time the Judkins Point-Goshen section is improved.

We have not received any preliminary interchange layouts for the Goshen Interchange that would indicate the improvement is proposed in the near future. It appears highly desirable to improve this interchange along with other construction in the area. This would permit signing of this interchange to Interstate Standards then the section from Albany to Cottage Grove would then be completed.

Ecw

RECEIVED
NOV 3 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
I-5-3(9)190
5445

FORM E-30 50M 1-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1960

SUBJECT: Throughway Agreement between
State and Lane County
Judkins Point-Goshen Section
Pacific Highway

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

Attached hereto are six copies of the above agreement, prepared in response to your request of October 13, 1960. It is understood County and City Relations Division will furnish the necessary exhibit maps.

Additional copies of the agreement are available in this office.

Leonard W. Pearlman
LEONARD W. PEARLMAN
Staff Attorney

LWP:bjk
Attachments (6)

Noted
A. W. Lindas

RECEIVED
NOV 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
OCT 1960
FOR FILING

I-5-3(9)190

5745

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1960

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Throughway Agreement
Judkins Point-Goshen Section
Pacific Highway
Lane County

Attached for transmittal to the Legal Division is a draft of the subject agreement.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

APPROVED
D J Barbee
Asst. Const. Engr.

NOTED
G. S. PAXSON

RECEIVED
OCT 21 1960
FOR FILING
I-5 3[illegible]
5945

408 State Highway Building
Salem, Oregon

October 20, 1960

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

Proposed Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

I-5-3(1~~5~~9)190 Judkins Point-Goshen Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

Porter

RECEIVED
OCT [illegible] 1960

FOR FILING
I-5-2(1)190

5945

Salem, Oregon
October 13, 1960

Throughway Agreement
Judkins Point-Goshen Section
Pacific Highway
Lane County

Mr. L. I. Lindas
Chief Counsel
OFFICE

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by the Legal Division.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

[redacted]

7AGREEMENT DRAFT, 10/13/60

THIS AGREEMENT, made and entered into this _____ day of ______, 1960, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and LANE COUNTY, a political subdivision of the State of Oregon, by and through its Board of County Commissioners, hereinafter called "County";

WITNESSETH:

RECITALS:

1. On March 25, 1958, and on April 16, 1959, State and County heretofore entered into agreements for the Judkins Point-Goshen Section and the Judkins Point Unit of the Pacific Highway as a throughway. It has now been determined by State and County that the aforesaid agreements should be superseded by this agreement in the manner hereinafter set forth in order to provide for the proper establishment, construction, and maintenance of said section of said throughway.

2. Pursuant to ORS 366.775, ORS 374.075, and ORS 374.080, State and County may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, or street.

3. Pursuant to ORS 366.320(3), all rights of way owned or held by the several counties over and along any roads adopted as state highways are vested in the State.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is hereby agreed by and between the State and County as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, ~~obtain all necessary right of way by purchase or otherwise~~, let and award all contracts, and supervise construction of the project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a map showing the general plans and location of said project.

2. State shall construct and thereafter maintain the Judkins Point Interchange as shown colored in green on the attached Exhibit "A."

3. State shall reconstruct a connection connecting Judkins Road to the Judkins Point Interchange as shown colored in orange on the attached Exhibit "A."

4. State shall construct and thereafter maintain the McVay Interchange as shown colored in green on the attached Exhibit "A."

5. State shall construct a service road from the future Bloomberg Road southerly along the westerly side of the throughway approximately as shown colored in orange on the attached Exhibit "A."

6. State shall close the following roads in the following manner and at the following locations:

a. Laurel Hill Drive at those points as shown by means of red lines on the attached Exhibit "A."

b. Henderson Avenue at the easterly and westerly right of way boundary lines of the throughway.

c. Harrison Avenue at the easterly ~~and westerly~~ right of way boundary lines of the throughway.

d. Morton Avenue at the easterly and westerly right of way boundary lines of the throughway.

e. Fir Cove Road at a point opposite to and westerly from relocated Highway Engineer's Centerline Station approximately 325+50.

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, approves the plans attached hereto marked Exhibit "A," including all of the provisions set forth under THINGS TO BE DONE BY STATE.

2. County, upon completion by State of the provisions as described and set forth in Paragraph ~~4~~ 5 under THINGS TO BE DONE BY STATE, agrees, at its sole expense, to assume the maintenance of and jurisdiction over the said road as described in said Paragraph 4.

3. County consents to the closure of those certain roads as described in Paragraph ~~5~~ 6 under THINGS TO BE DONE BY STATE.

4. County acknowledges the effect and scope of ORS 366.320(3) and, pursuant thereto, consents to the vesting in State of those portions of the right of way of the County within the right of way boundaries of the said throughway.

5. County shall construct and thereafter maintain a road from Judkins Road southerly to the access control line of the throughway at the Judkins Point Interchange. Said road is to be completed and opened to traffic at the time the Judkins Point Interchange is completed and opened to traffic which is anticipated to be in the fall of 1961.

6. County shall construct and thereafter maintain a road from the Judkins Point Interchange southwesterly from the access control line of the throughway to the nearest existing facility. Said road is to be constructed and opened to traffic at the time the Judkins Point Interchange is completed which is anticipated to be in the fall of 1961.

7. County shall construct and thereafter maintain a portion of Bloomberg Road from a connection with the McVay Interchange westerly to the nearest existing facility. Said construction is to be completed and opened to traffic at the time the McVay Interchange is completed and opened to traffic which is anticipated to be in the fall of 1961.

8. County shall execute this agreement during a duly authorized session of its Board of County Commissioners.

IN WITNESS WHEREOF, the parties hereunto have subscribed their names and affixed their seals as of the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
Asst. State Highway Engineer

APPROVED AS TO FORM:

____
Chief Counsel

ATTEST:

____
County Clerk

STATE OF OREGON, by and through
its State Highway Commission

By____________________________
Chairman

By____________________________
Commissioner

By____________________________
Commissioner

COUNTY OF LANE, by and through
its Board of County Commissioners

By____________________________
Chairman

By____________________________
County Commissioner

By____________________________
County Commissioner

JDG:mm
draft, 10/13/60

FORM E-123-X 75M

RECEIVED
OCT 1960
FOR FILING

2-5-3(9)190

5915

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 5, 1960

Mr. A. W. Kilborn, Supt.
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: File No. 29558 - S. P. Co.
Judkins Point-Goshen Sec.
Pacific Highway

Dear Mr. Kilborn:

Herewith I hand you duplicate counterparts of easement agreement on the above-titled file, your file 911/314. Both copies have been executed and acknowledged by the Highway Commission.

When the State's executed copy is returned I would appreciate six additional copies of your drawing A-2119 which is attached to the instrument as an exhibit.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: G. S. Paxson

RECEIVED
OCT 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 26 1960

FOR FILING
I-5-3(9)190

5945

N.O.A.

Salem, Oregon
October 3, 1960

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached are two copies of an agreement with the Southern Pacific Company granting the State access to its right of way to install a minor catch basin on the Jukdins Point-Goshen Section of U.S.99 in Lane County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Ass't. Secretary

PH
Attach: 2

RECEIVED
SEP 30 1960
FOR FILING

Const
R/W
Pac. Hwy 2

September 29, 1960

Oregon State Highway Commission

Gentlemen:

There will be before you at the next meeting of the Highway Commission an agreement with the Southern Pacific Company granting us access to its right of way to install a minor catch basin on the Judkins Point-Goshen Section of US99 in Lane County.

I recommend that you approve and execute this agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:ae me

cc Mr. G. S. Paxson

4-89 8-2660

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO
323-3

September 27, 1960

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your letter of August 25 relative extension of Railroad culvert under new highway at SP MP 642.64, between Eugene and Goshen:

Returning herewith duplicate counterparts of proposed agreement with State of Oregon in which we have eliminated Section 8 as requested by you. If balance of indenture meets with your approval, please have executed by State Highway officals. Both counterparts should be returned to us for further handling.

Yours truly,

AW Kilborn
whk

Attch.

RECEIVED
SEP 2 8 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

3

RECEIVED
SEP 15 1960
FOR FILING

I-5-3 (15) 190

September 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding, under separate cover, four copies of estimate as a basis for project agreement and four sets of reduced plans for the Judkins Point-Goshen Section, Project No. I-5-3($\overset{9}{15}$)190.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DAR:sw

RECEIVED
JUN 22 1961
FOR FILING

I-5-3(9)190

5745

RR540

File No. 29558

THIS INDENTURE, made this 29th day of September, 1960, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, herein termed "Railroad," and STATE OF OREGON, herein termed "Grantee";

WITNESSETH:

1. Railroad hereby grants to Grantee, subject to the reservations, covenants and conditions herein contained, an easement for the construction, reconstruction, maintenance and operation of drainage facilities, hereinafter termed "structure", in, upon, along, across and beneath the following described real property:

> A piece or parcel of land situate, lying and being in Section 11, Township 18 South, Range 3 West, Willamette Meridian, County of Lane, State of Oregon, more particularly described as follows:
>
> BEGINNING at a point in a line concentric with and distant 10 feet Southwesterly, measured radially from the original located center line of main track of Southern Pacific Company's Siskiyou Line at Engineer Station 1207 + 11; thence Southeasterly, along said concentric line on a curve to the left having a radius of 1919.91 feet (tangent to said curve at last mentioned point bears South 25°08'48" East and chord of said curve bears South 25°17'45" East 10 feet) an arc distance of 10 feet; thence South 64°33'18" West, 20 feet to a point in a line, concentric with and distant 30 feet Southwesterly, measured radially, from said original located center line of main track; thence Northwesterly, along last said concentric line, on a curve to the right having a radius of 1939.91 feet (tangent to last said curve at last mentioned point bears North 25°26'42" West and chord of last said curve bears North 25°08'48" West 20.2 feet) an arc distance of 20.2 feet to a point; thence North 65°09'06" East, 20 feet to a point in said concentric line that is distant 10 feet southwesterly, measured radially from said centerline; along last said concentric line, on a curve to the left having a radius of 1919.91 feet (tangent to last said curve at last mentioned point bears South 24°50'54" East and chord of last said curve bears South 24°59'51" East 10 feet) an arc distance of 10 feet to the point of beginning, containing an area of 400 square feet, more or less.

The above described parcel of land is shown tinted yellow on the print of Railroad's Portland Division Drawing A-2119 dated July 7, 1960, attached and made a part hereof.

DOCUMENT NO. 15904
11/21/60 Lane

RECEIVED
JUN 22 1961
FOR FILING

I-5-3(9)190
5745

11 548

File No. 29558

THIS INDENTURE, made this 29th day of September, 1960, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, herein termed "Railroad," and STATE OF OREGON, herein termed "Grantee";

WITNESSETH:

1. Railroad hereby grants to Grantee, subject to the reservations, covenants and conditions herein contained, an easement for the construction, reconstruction, maintenance and operation of drainage facilities, hereinafter termed "structure", in, upon, along, across and beneath the following described real property:

> A piece or parcel of land situate, lying and being in Section 11, Township 18 South, Range 3 West, Willamette Meridian, County of Lane, State of Oregon, more particularly described as follows:
>
> BEGINNING at a point in a line concentric with and distant 10 feet Southwesterly, measured radially from the original located center line of main track of Southern Pacific Company's Siskiyou Line at Engineer Station 1207 + 11; thence Southeasterly, along said concentric line on a curve to the left having a radius of 1919.91 feet (tangent to said curve at last mentioned point bears South 25°08'48" East and chord of said curve bears South 25°17'45" East 10 feet) an arc distance of 10 feet; thence South 64°33'18" West, 20 feet to a point in a line, concentric with and distant 30 feet Southwesterly, measured radially, from said original located center line of main track; thence Northwesterly, along last said concentric line, on a curve to the right having a radius of 1939.91 feet (tangent to last said curve at last mentioned point bears North 25°26'42" West and chord of last said curve bears North 25°08'48" West 20.2 feet) an arc distance of 20.2 feet to a point; thence North 65°09'06" East, 20 feet to a point in said concentric line that is distant 10 feet southwesterly, measured radially from said centerline; along last said concentric line, on a curve to the left having a radius of 1919.91 feet (tangent to last said curve at last mentioned point bears South 24°50'54" East and chord of last said curve bears South 24°59'51" East 10 feet) an arc distance of 10 feet to the point of beginning, containing an area of 400 square feet, more or less.

The above described parcel of land is shown tinted yellow on the print of Railroad's Portland Division Drawing A-2119 dated July 7, 1960, attached and made a part hereof.

DOCUMENT NO 15904
REC. 11/21/60 Lane CO
BOOK OF Deed NO. Reel 163 PAGE - 60D

2. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier, and, for that purpose, there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, under, across and along said property.

3. This grant is made subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property and the word GRANT as used herein shall not be construed as a covenant against the existence of any thereof.

4. The rights herein granted to Grantee shall lapse and become void if the construction of said structure upon said property is not commenced within one (1) year from the date first herein written.

5. Grantee shall bear the entire cost and expense of constructing, reconstructing and maintaining said structure upon said property. Grantee agrees that all work upon or in connection with said structure shall be done at such times and in such manner as not to interfere in any way whatsoever with the operations of Railroad. The plans for and the construction of said structure shall be subject to the approval of Railroad.

Grantee agrees to reimburse Railroad for the cost and expense to Railroad of furnishing any materials or performing any labor in connection with the construction, reconstruction, maintenance and removal of said structure, including, but not limited to, the installation and removal of such falsework and other protection beneath or along Railroad's tracks, and the furnishing of such watchmen, flagmen and inspectors as Railroad deems necessary.

In the event Railroad shall at any time so require, Grantee, at Grantee's expense, shall reconstruct or alter said structure or make changes in the location thereof upon receipt of written notice from Railroad so to do.

6. As part consideration, Grantee agrees to pay Railroad an amount equal to any and all assessments which may be levied by order of any authorised, lawful body against the property of Railroad (and which may have been paid by Railroad) to defray any part of the cost or expense incurred in connection with the construction of said structure upon said property commenced within one (1) year from the date first herein written.

7. Grantee, its agents and employees, shall have the privilege of entry on said property for the purpose of constructing, reconstructing, maintaining and making necessary repairs to said structure. Grantee agrees to keep said property in a good and safe condition free from waste, so far as affected by Grantee's operations, to the satisfaction of Railroad. If Grantee fails to keep said property in a good and safe condition free from waste, then Railroad may perform the necessary work at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

8. (Deleted.)

9. Should Grantee, its successors and assigns, at any time abandon the use of said property or any part thereof, or fail at any time to use the same for the purpose contemplated herein for a continuous period of one (1) year, the right hereby given shall cease to the extent of the use so abandoned or discontinued, and Railroad shall at once have the right, in addition to but not in qualification of the rights hereinabove reserved, to resume exclusive possession of said property or the part thereof the use of which is so discontinued or abandoned.

Upon termination of the rights and privileges hereby granted, Grantee, at its own cost and expense, agrees to remove said structure from said property and restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said structure. Should Grantee in such event fail, neglect or refuse to remove said structure and restore said property, such removal and restoration may be performed by Railroad at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

10. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed as of the day and year first herein written. (in duplicate)

RECOMMENDED FOR APPROVAL:

/s/ G. S. Paxson
Assistant State Highway Engineer

APPROVED AS TO FORM:

/s/ L. I. Lindas
Chief Counsel

/s/ J. W. De Souza
Assistant Counsel

ATTEST:

/s/ C. W. Head
Secretary

SOUTHERN PACIFIC COMPANY

By /s/ W. D. Lamprecht
Vice-Pres.

Attest: /s/ T. F. Ryan
Assistant Secretary

STATE OF OREGON, by and through its State Highway Commission,

By /s/ M. K. McIver
Chairman

By /s/ K. N. Fridley
Commissioner

By /s/ Glenn L. Jackson
Commissioner

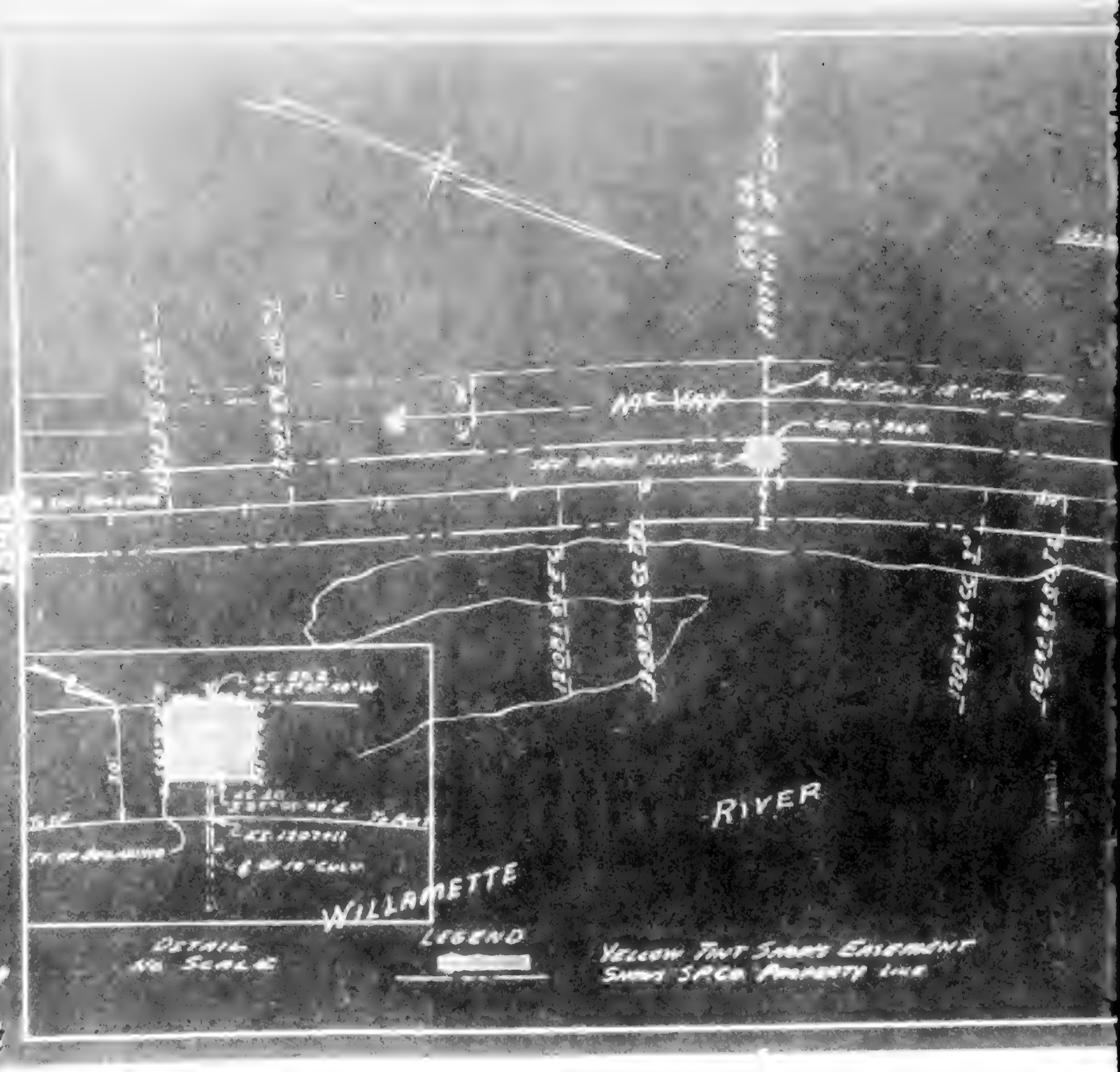
APPROVED B.P.R. OREGON DIVISION
C. G. Polk Division Engineer
By Date JUN 20 1961

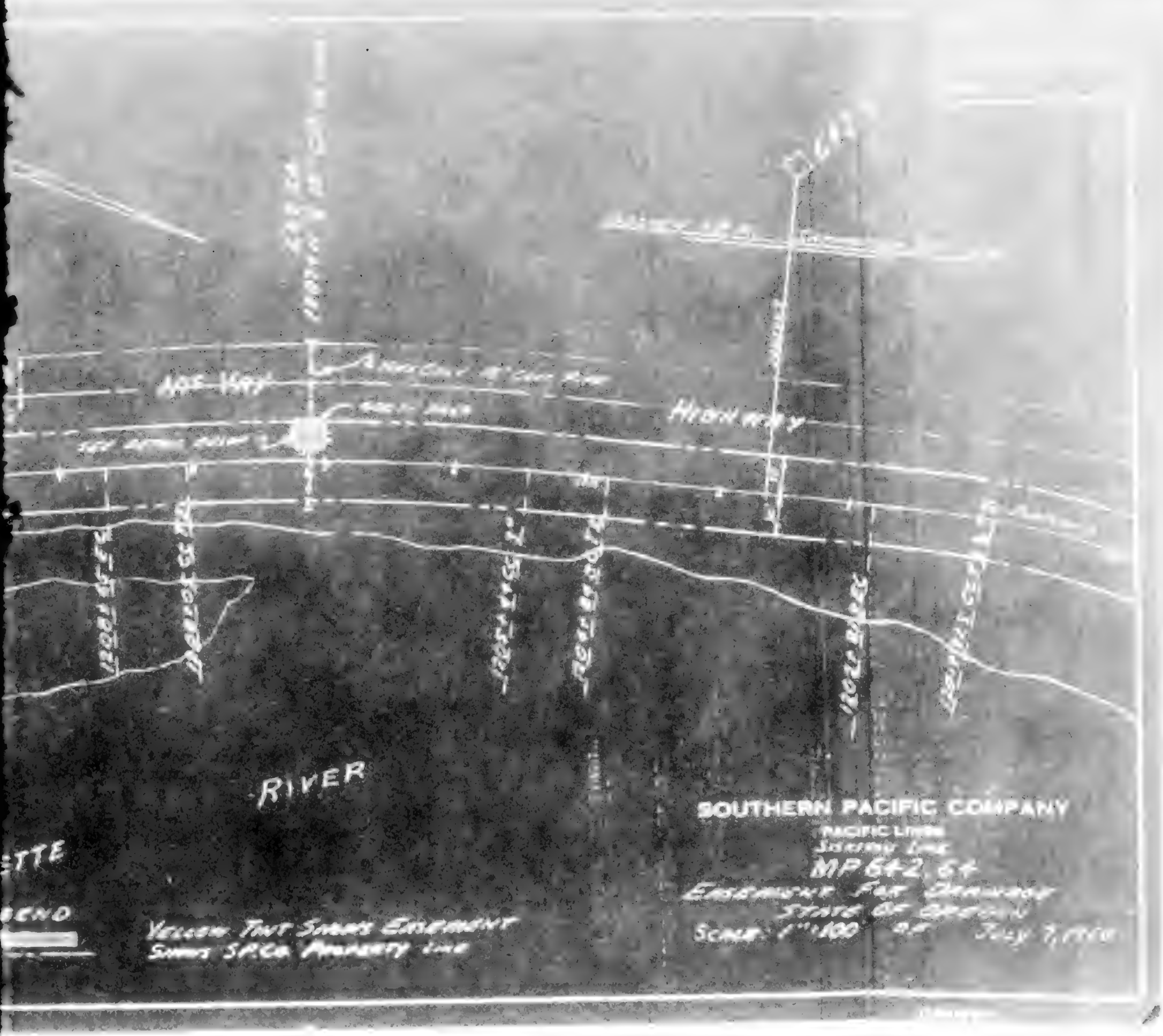
On this 27th day of October in the year One Thousand Nine Hundred and Sixty, before me, NORMAN T. STONE, a Notary Public in and for the City and County of San Francisco, State of California, personally appear W. D. Lamprecht and T. F. Ryan known to me to be the Vice-President and Assistant Secretary of the corporation described in and that executed the within instrument, and also known to me to be the persons who executed it on behalf of the corporation therein named and they acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal at my office in the City and County of San Francisco, the day and year in this certificate first above written.

/s/ Norman T. Stone
Notary Public in and for the City and County of San Francisco, State of California

My Commission Expires October 25, 1960


WILLAMETTE
RIVER
DETAIL
NO SCALE
LEGEND
YELLOW TINT SHOWS EASEMENT
SHOWS S.P.CO. PROPERTY LINE


HIGHWAY
RIVER
ETTE
END
YELLOW TINT SHOWS EASEMENT
SHOWS S.P.CO. PROPERTY LINE
SOUTHERN PACIFIC COMPANY
PACIFIC LINES
SISKIYOU LINE
MP 642.64
EASEMENT FOR DRAINAGE
STATE OF OREGON
SCALE: 1"=100'

9

RECEIVED
MAY 31 1960
FOR FILING
I-5-3(4).76

S 912

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1960

SUBJECT: File No. 29558 - Southern
Pacific Railroad Company
Judkins Point-Goshen Section
Pacific Highway
Lane County

To: Mr. G. S. Paxson
Assistant State Highway
Engineer

Office

I return herewith your copy of the Southern Pacific Railroad Company's Drawing P-16899-C, which accompanied your letter of May 13, 1960, relating to our Right of Way File No. 29558.

We have noted the portion of Mr. Kilborn's letter which refers to the status of the right of way. Our Title Section is attempting to unscramble the title problem, which seems to originate with a probably faulty map location of an old DLC line.

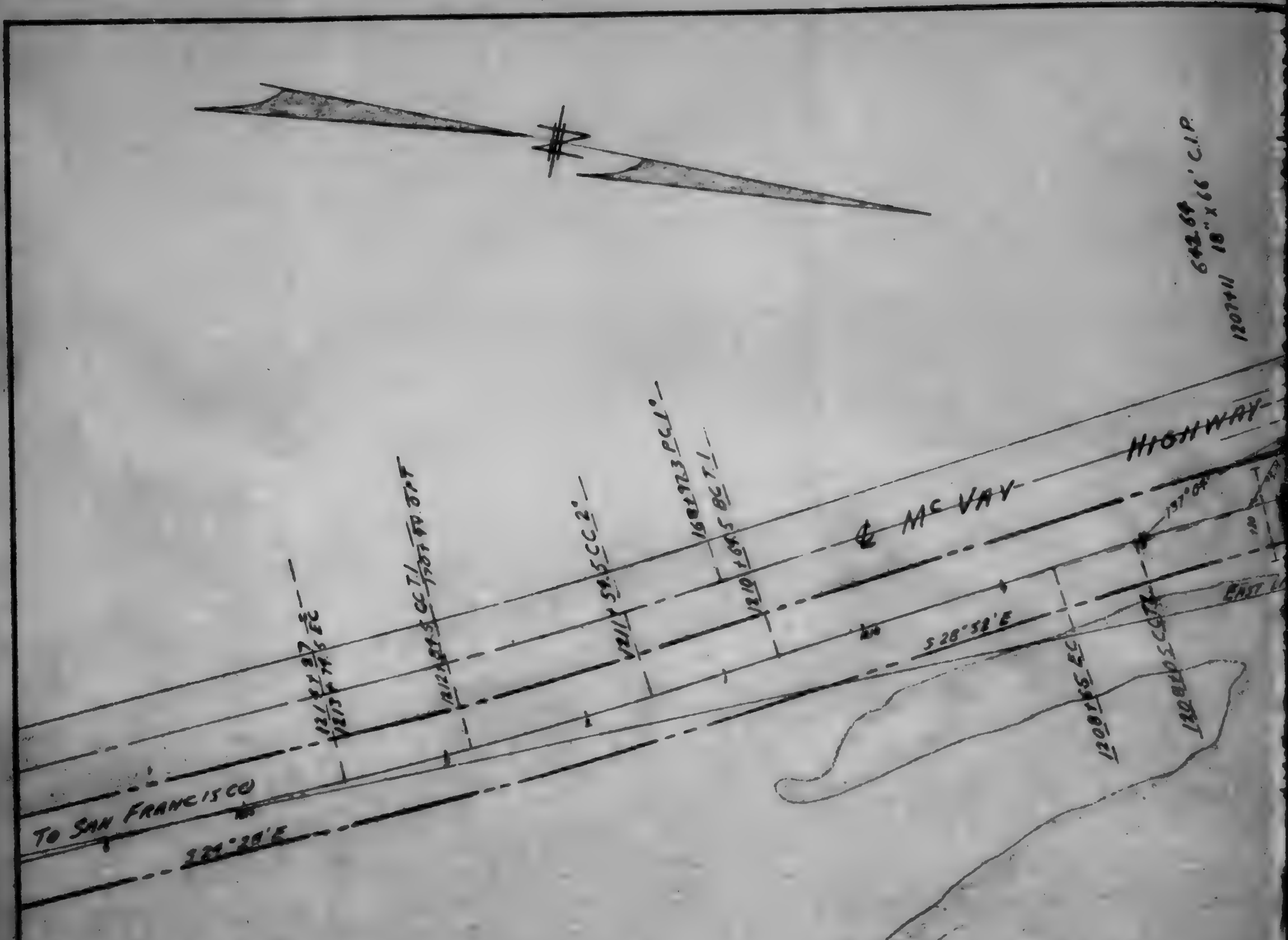
Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

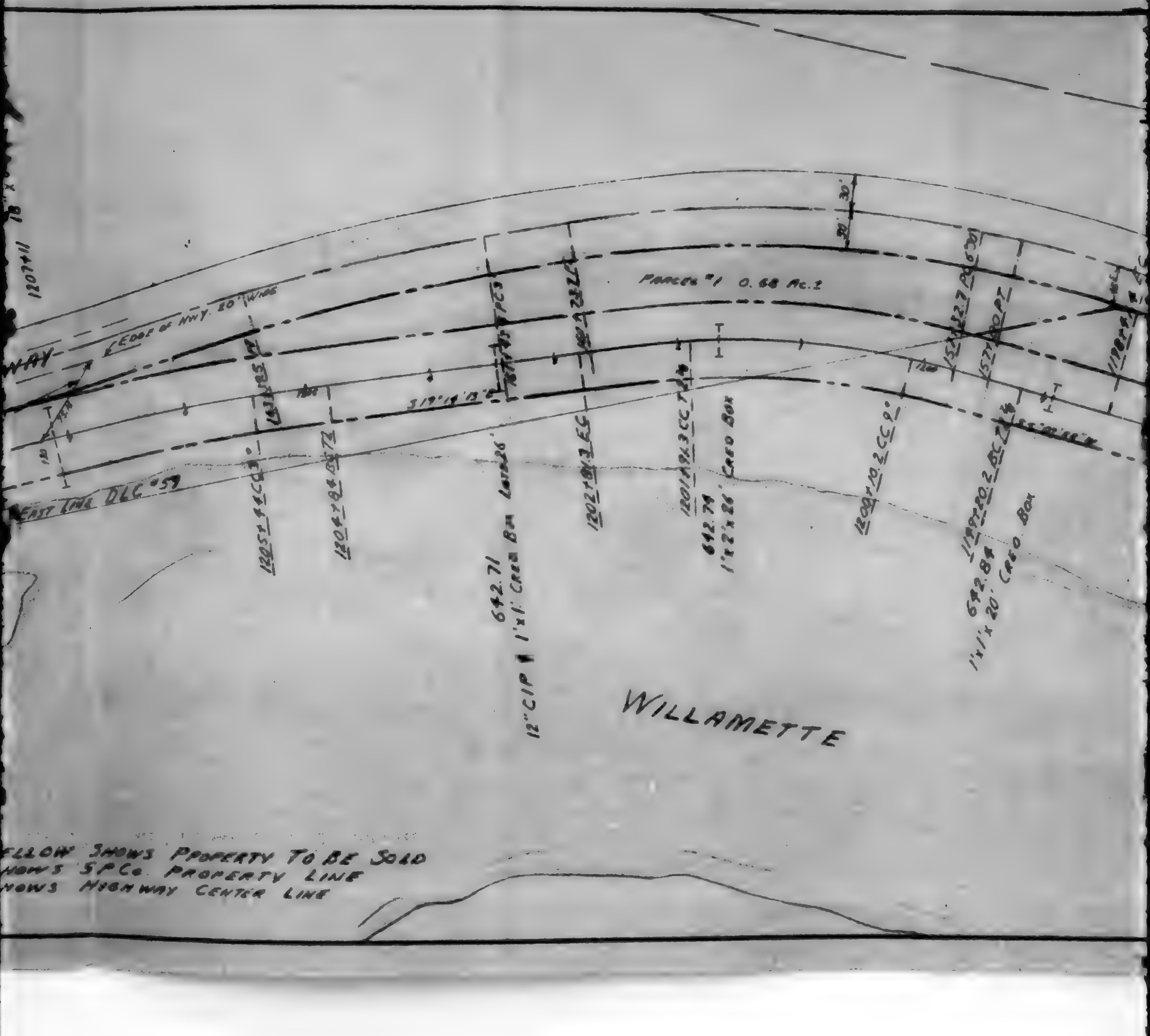
WTW:mr

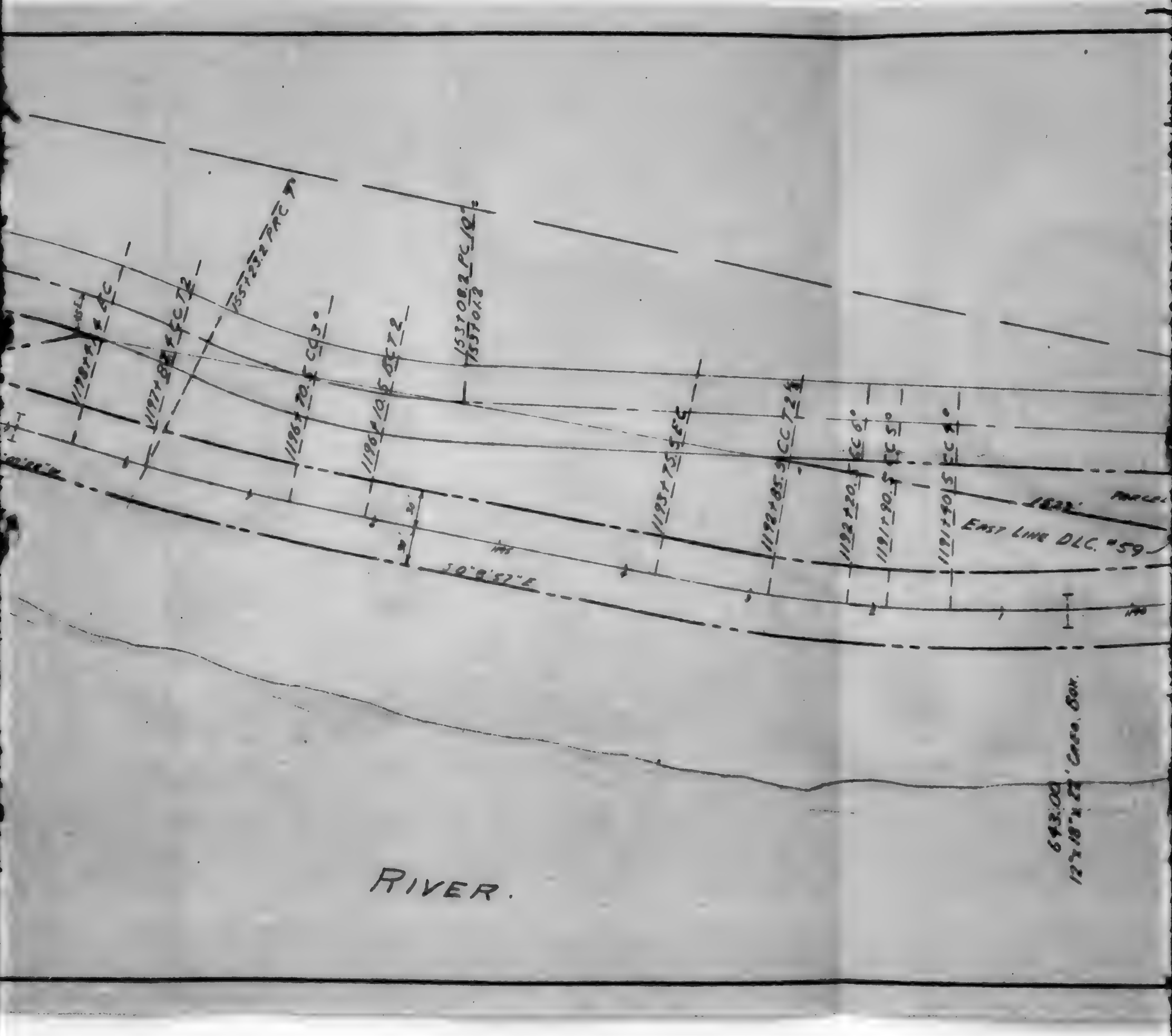
Attachment

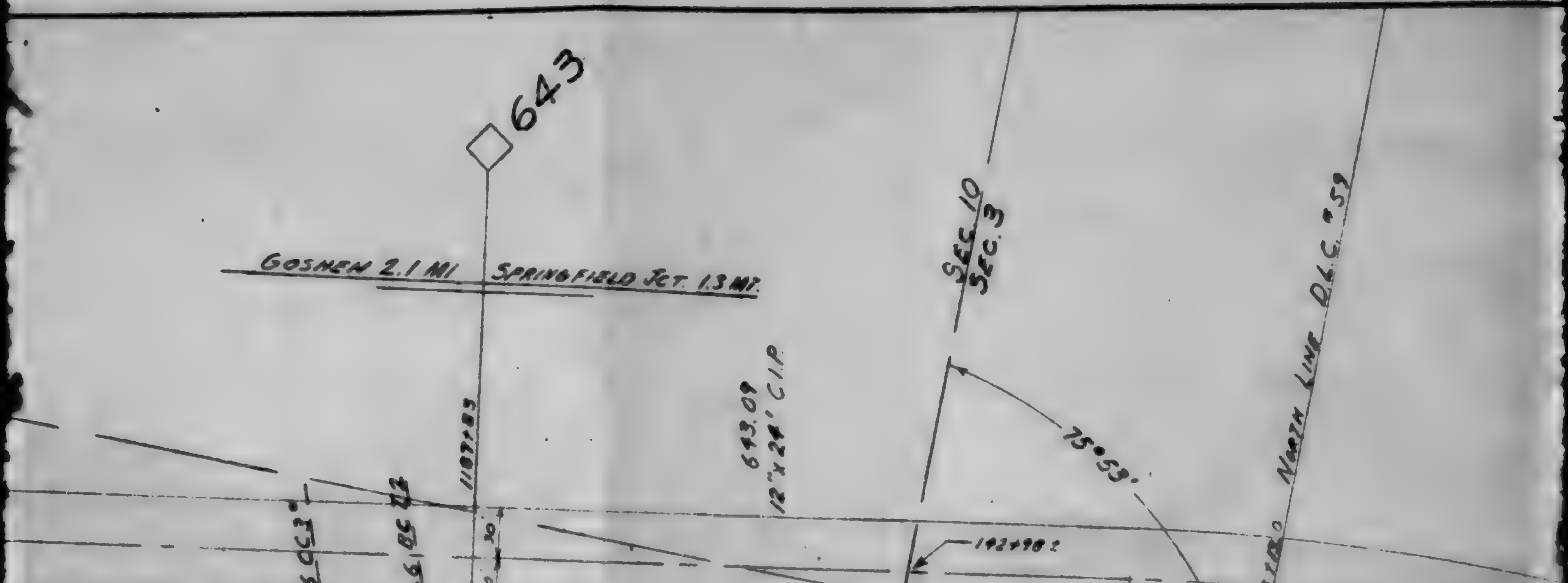
NOTED
G. S. PAXSON

RECEIVED
MAY 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

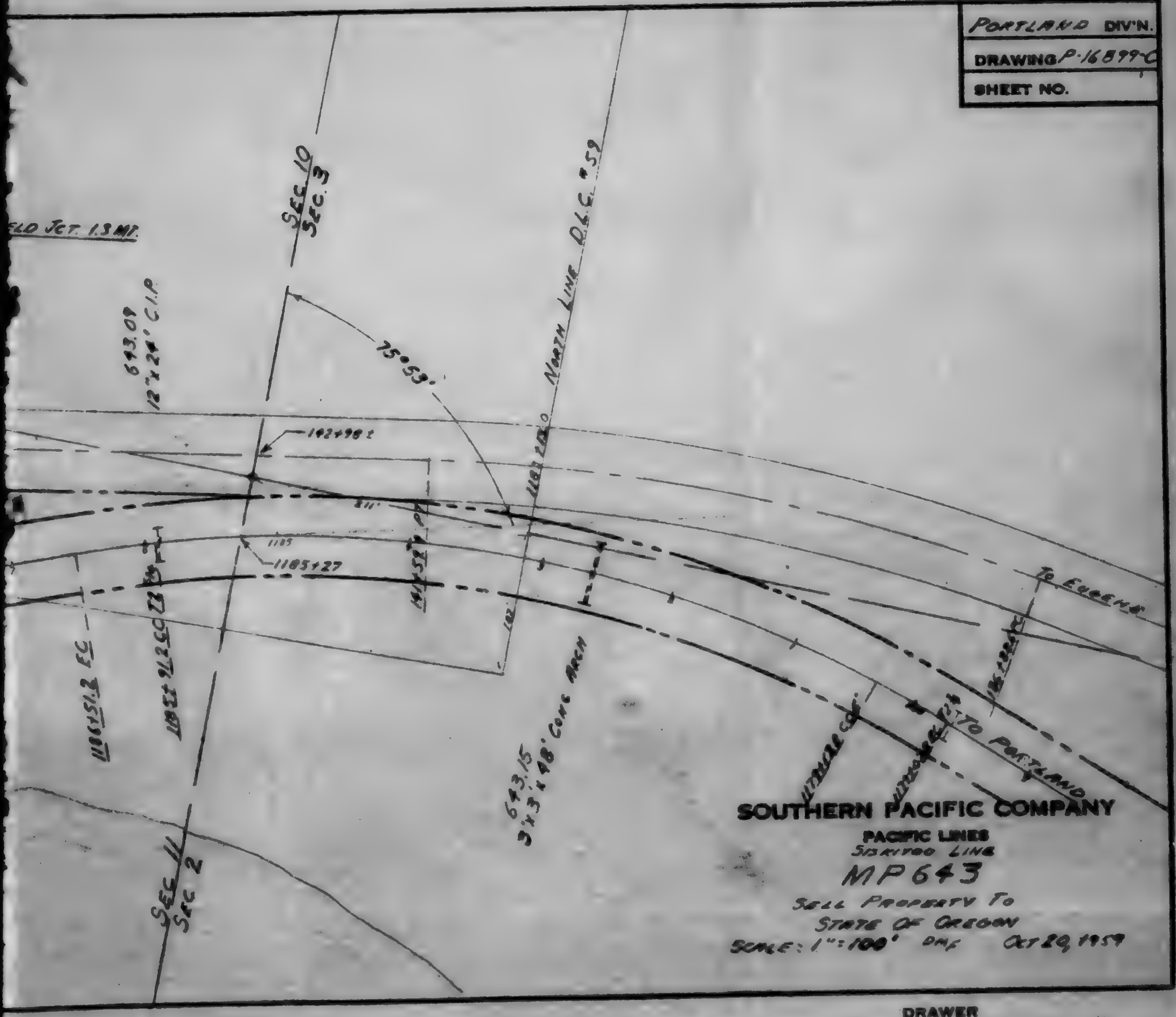

642.64
18" x 66' C.I.P.
1207+11
HIGHWAY
℄ McVAY
137°04'
121+27.27 E
1213+74.5 EC
1212+84.5 CC T.1
1201+90 OT P T
1211+57.5 CC 2°
1681+72.3 PC 1°
1210+07.5 BC T.1
S 28°58' E
1208+15 EC
1208+30 CC T
EAST
TO SAN FRANCISCO
S 24°28' E
LEGEND
YELLOW
SHOWS
SHOWS
Survey Notes By LEA 6-4-59,
& RS Weaver 4/13/22 Field Book 796
& CT Ray 11/21/27

1207+11 18"x
WAY
EDGE OF HWY. 20' WIDE
EAST LINE DLC #59
PARCEL #1 0.68 Ac.±
30'
30'
S 19°14'15" E
1205+44 CC
1204+84 BS
1202+81.3 EC
1201+9.3 CC
642.79
1'x2'x26' CREO BOX
642.71
1'x1' CREO BOX
12" CIP
1200+10.2 CC
1199+20.2 EC
642.84
1'x1'x 20' CREO BOX
WILLAMETTE
ELLOW SHOWS PROPERTY TO BE SOLD
HOWS S.P.Co. PROPERTY LINE
HOWS HIGHWAY CENTER LINE


1557+23.2 PRC
1557+08.2 PC 12°
1557+01.3
1198+4 AC
1197+88 SC 72
1196+70.5 CC 3°
1196+10.5 ST 72
1195+75.5 EC
1192+85.9 CC 72½
1192+20.5 EC 6°
1191+90.5 EC 5°
1191+40.5 EC 4°
1822'
PARCEL
EAST LINE DLC. #59
S0°8'57"E
643.00
12"x18"x82' Corr. Box
RIVER.


643
GOSHEN 2.1 MI
SPRINGFIELD JCT. 1.3 MI.
SEC 10
SEC. 3
NORTH LINE D.L.C. #59
75°53'
643.09
12"x 24' C.I.P.
1187+83
30
30
1188+51.6 OC.I.
1187+71.6 BC I.I.
PARCEL #2 0.49 AC.
L.C. #59
192+98.2
1185+27
1185
211'
1184+58.7 PI
1183+18.0
1186+51.2 EC
1185+91.2 EC I.I.
12"x 18"x 22' Conc. Box
643.15
3'x 3' x 48' Conc Arch
SEC 11
SEC 2

PORTLAND DIV'N.	
DRAWING P-16899-C	
SHEET NO.	



SOUTHERN PACIFIC COMPANY

PACIFIC LINES

SISKIYOU LINE

MP643

SELL PROPERTY TO
STATE OF OREGON

SCALE: 1"=100' DMF OCT 29, 1959

DRAWER

9

RECEIVED
[illegible] 1960
FOR FILING
4-5-3(1)190
[illegible]

Salem, Oregon
May 13, 1960

Connection with S. P. culvert
under McVay Highway,
R/W File 29558

Mr. Walter Wright

I am attaching a copy of a letter dated May 11 from the Southern Pacific Company, a portion of which concerns the right of way on the Judkins Point-Goshen Section near the point where the McVay Highway connects with US99. Please note those portions of the letter which refer to the status of the right of way we propose to acquire from the Southern Pacific Company.

I also attach our only copy of Southern Pacific Company's Drawing P-16899-C.

G. S. Paxson

GSP:gm
Attachments

cc Mr. W. C. Williams

Salem, Oregon
May 13, 1960

Connection with S. P. culvert under McVay Highway

Mr. Tom Edwards

I attach hereto a copy of a letter from the Southern Pacific Company dated May 11, 1960, having to do with the Judkins Point-Goshen Section south of Eugene; also I attach my only print of S. P. Drawing A-1955 showing the culvert location.

Some time ago you supplied me with a print from Sheet No. 8 of the Judkins Point-Goshen Section on which was shown a tie to the railroad center line and our center line at a point approximately 270 feet south of the culvert location. Apparently this tie is in error so far as the Southern Pacific's stationing is concerned. Since there is no question that we are talking about the same culvert, I have asked the Southern Pacific Company to proceed with the construction easement with their station of 1207+11 for the culvert location.

G. S. Paxson

GSP:gm
Attachments

cc Mr. W. C. Williams

May 12, 1960

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Reference is made to your letter of May 11, concerning our request for an easement to connect with your railroad culvert at your Mile 642.64 and also concerning the status of the right of way which we desire to purchase from your company.

There apparently is no question that the culvert for which we requested the easement in my letter of May 2, is the same culvert which you show us at your Station 1207+11. Apparently our error is in having the wrong tie between our line and the railroad line. I would therefore request that you go ahead with the construction easement as shown on your Drawing A-1955 which was attached to the abovementioned letter.

I am referring the matter of right-of-way purchase to our Right of Way Division, asking that they contact you and get the matter straightened out.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. M. Jaekle
Mr. Tom Edwards
Mr. Walter Wright

8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

May 11, 1960

IN REPLY PLEASE REFER TO
323-3

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engineer

Dear Sir:

Referring to your letter May 2 relative your proposal to connect culvert under McVay Highway to our culvert.

Right of way acquisition by Oregon State Highway in this area has been handled with Mr. E. J. Benner, your file 29558. We have been unable to conclude transaction as our records of ownership in this area differ from that established by State Highway Department in the field.

We have made field surveys of this area locating all culverts and right of ways, which are shown on attached print of our drawing P-16899C.

Relative installation of your culvert adjacent to our culvert 642.64, we do not find this culvert location to be 270 ft. northerly of our station 1207+09.59 as indicated in your letter. The Engineer Station of our culvert would be 1207+11, as shown on attached print of our drawing A-1955. Will you please verify if we have correct location for this culvert extension; also we would like clarification as to our right of way that state desires to purchase.

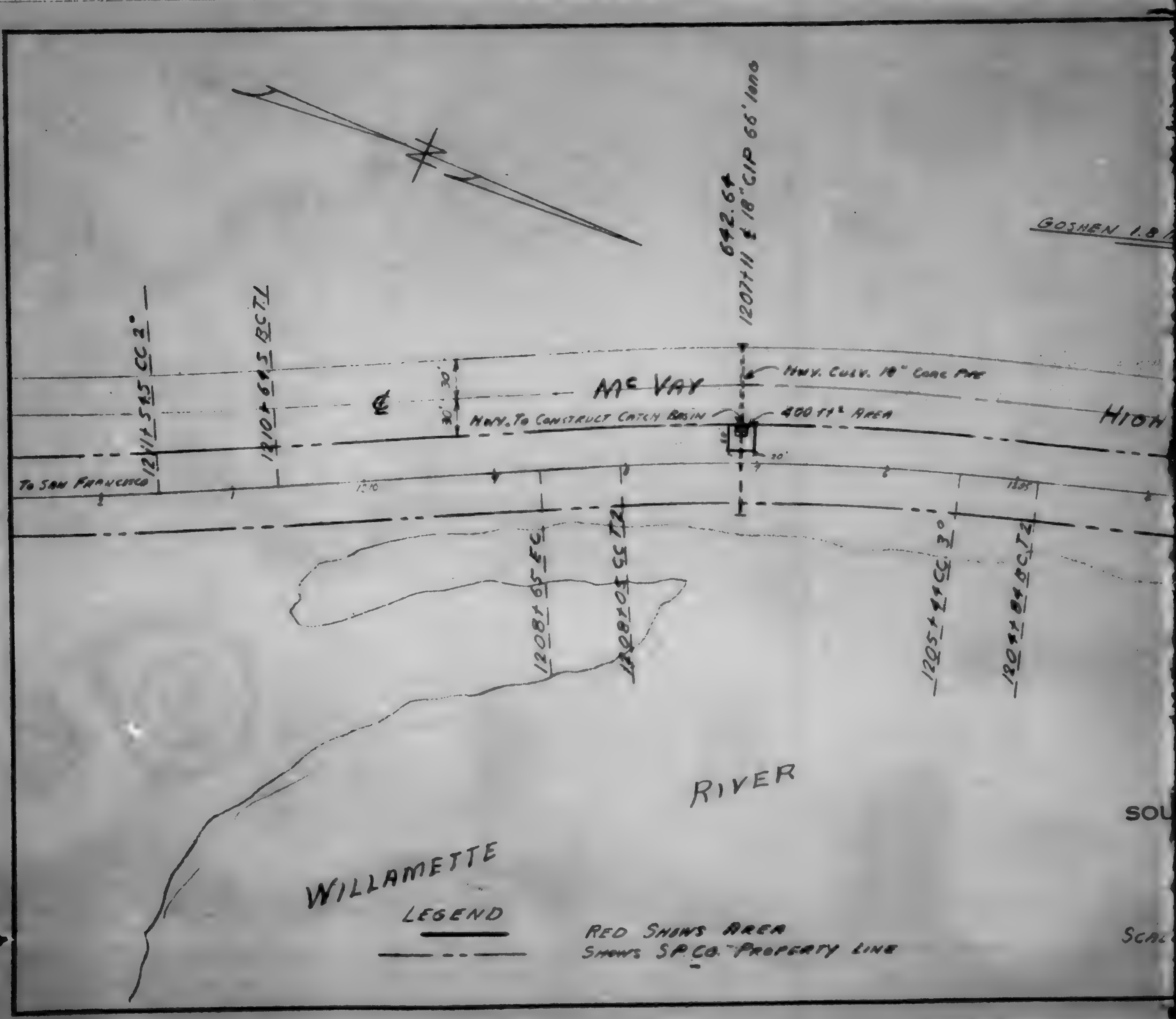
Yours truly,

A W Kilborn
whk

cc: Mr. W. M. Jaekle

RECEIVED
[illegible]

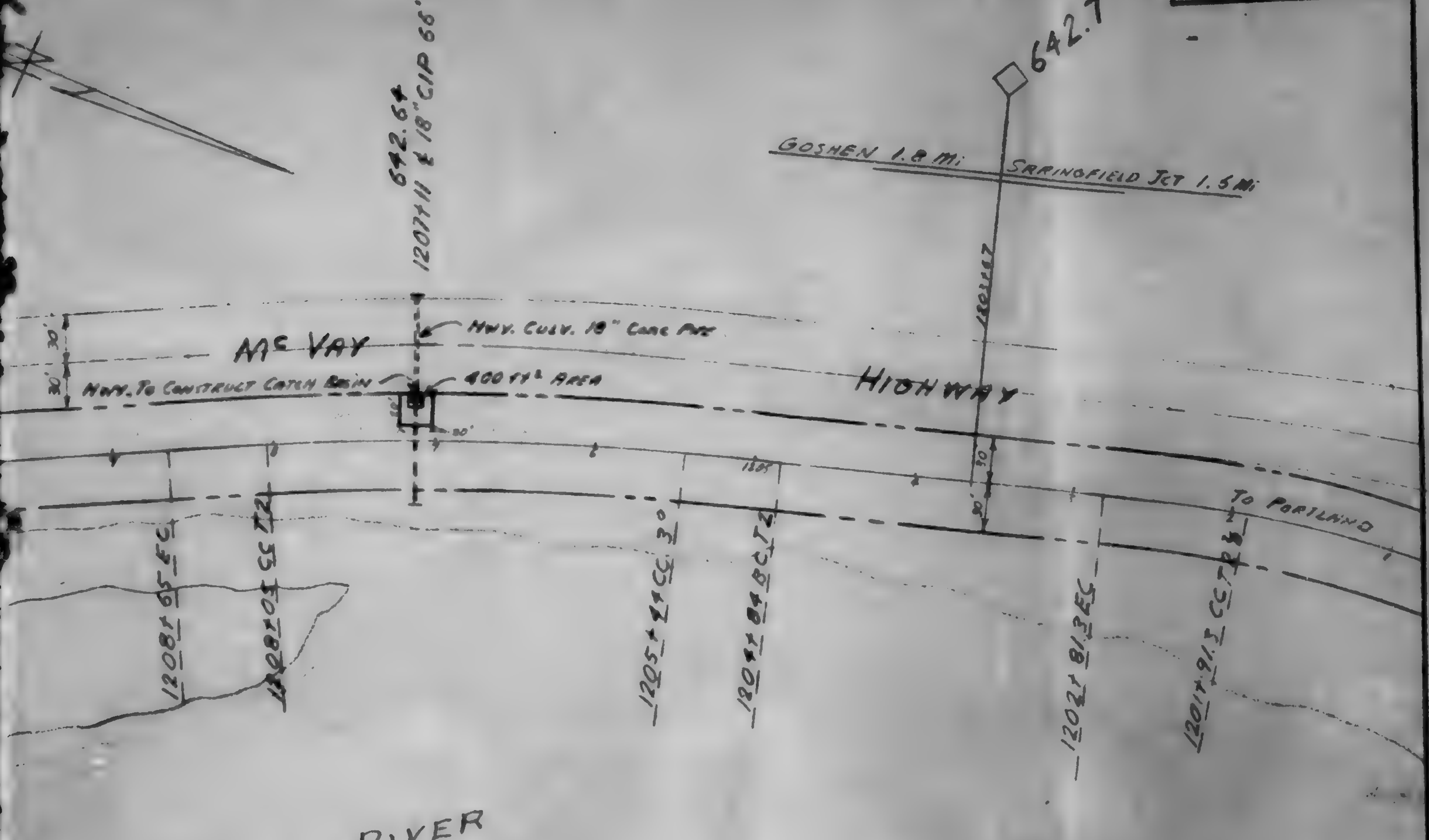
RECEIVED
MAY 12 1960
[illegible]


642.64
1207+11 ₵ 18" C.I.P. 66' long
GOSHEN 1.8
1211+54.5 CC 2°
1210+64.5 B.C.T.1
₵
30
30
Mc VAY
HIGH
Hwy. Culv. 18" Conc Pipe
Hwy. To Construct Catch Basin
400 ft² Area
20'
To San Francisco
1210
1205
1208+65 F.C.
1208+03.55 T.2
1205+24 CC 3°
1204+84 B.C.T.2
RIVER
WILLAMETTE
SOU
SCAL
LEGEND
Red Shows Area
Shows S.P. Co. Property Line

PORTLAND DIV'N

DRAWING A-1955

SHEET NO.



LEGEND

Red Shows Area

Shows SP Co. Property Line

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
Siskiyou Line
MP 642.64
Agreement to Construct
Catch Basin
Scale 1"=100' DF Oct 16, 1959

DRAWER

RECEIVED
IDAHO
MONTANA
OREGON
WASHINGTON

FOR FILING

I-5-3(9)190

5945

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-DA

408 State Highway Building
Salem, Oregon

May 4, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-3(--)179
Judkins Point-Goshen Section
Pacific Freeway

Dear Sir:

We have received and reviewed your analysis showing comparative costs of providing access to properties immediately north of McVay interchange on the westerly side of the Pacific Freeway.

On the basis of these estimates, we will approve a design involving construction of a separation structure and service road as requested in your letter.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

9

RECEIVED
MAY 2 - 1960
FOR · FILING

May 2, 1960

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Please note attached copy of letter to Mr. F. L. Sulloway of the Western Union Telegraph Company, concerning interference with Western Union poles on the Judkins Point-Goshen Section of the Pacific Highway in Lane County. I also call your attention to Sheet No. [illegible] where we propose to connect a culvert under the McVay Highway approximately 270 feet northerly of your Station 1207+09.59. Our culvert will connect with an existing railroad culvert with a catch basin at the connection. This is to prevent pocketing of water between the railroad and our highway. We would ask that we be granted a construction easement in order to install the culvert and catch basin. The dimensions of the requested easement are shown on our drawing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. M. Jaekle
Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter Wright

May 2, 1960

Mr. F. L. Galloway
Area Plant Superintendent
Western Union Telegraph Company
Oakland, California

Dear Sir:

This is in reply to your telegram of April [illegible], relative to your poles east of Judkins Point in Eugene, Poles 1[illegible] to 1[illegible]7, and our planned highway construction.

I had some difficulty in locating the particular section referred to, but I believe that this is the section where the old Pacific Highway diverges from the Judkins Point-Goshen Section and proceeds north toward Springfield. We are now making a location survey in this area and have tentatively scheduled the opening of bids on the section for July 26, 1960.

I am attaching hereto prints from Sheets 7 and 8 of the plans for the Judkins Point-Goshen Section. On these sheets the locations of your poles which fall outside of the normal Southern Pacific operating right of way are shown colored in red. I also show the approximate toe of slope of our embankment through this area.

There appears to be some question of the ownership of a portion of the area upon which your poles are located. The areas shown in yellow are the areas which the Southern Pacific Company claim ownership, all lying west of the east line of Donation Land Claim No. 59. In between these two areas is property of which the ownership has not been established. I believe the attached plans will give you sufficient data to make your studies of any rearrangements necessary.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. M. Paxson
Assistant State Highway Engineer

GMP:gm
Encls.
cc Mr. A. W. Kilborn
Mr. W. M. Jaekle
Mr. W. C. Williams
Mr. Tom Edwards - Mr. Walter Wright - Mr. Frank Morgan

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION

TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA154 OC282 — 1960 APR 26 PM 3 20

O LLC394 DH=OAKLAND CALIF 26=

W C WILLIAMS, STATE HWY ENGINEER=
STATE HWY DEPT STATE OF OREGON SALEM ORG=

WE HAVE BEEN INFORMED BY THE SO. PAC. RAILROAD DEPT THAT STATE PROPOSES HWY IMPROVEMENTS OF WIDENING BY CUTTING & FILLING ALONG & ON RAILROAD RIGHT OF WAY INVOLVING OUR OPEN WIRE POLE LINE LOCATED THEREON, JUST EAST OF JUDKINS POINT OR INVOLVING POLES NO. 106 TO 117 ON STATE'S PLANS. IF SO PLEASE FWD STATE'S DRAWINGS OF INVOLVED AREAS SO THE NECESSARY SURVEYS AND REARRANGEMENTS ON OUR PART CAN BE MADE. PLS ADVISE TENTATIVE CONSTRUCTION DATE OF STATE'S PROJECT=

NOTED

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CL
This
unle
acter
proper

WESTERN UNION

TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

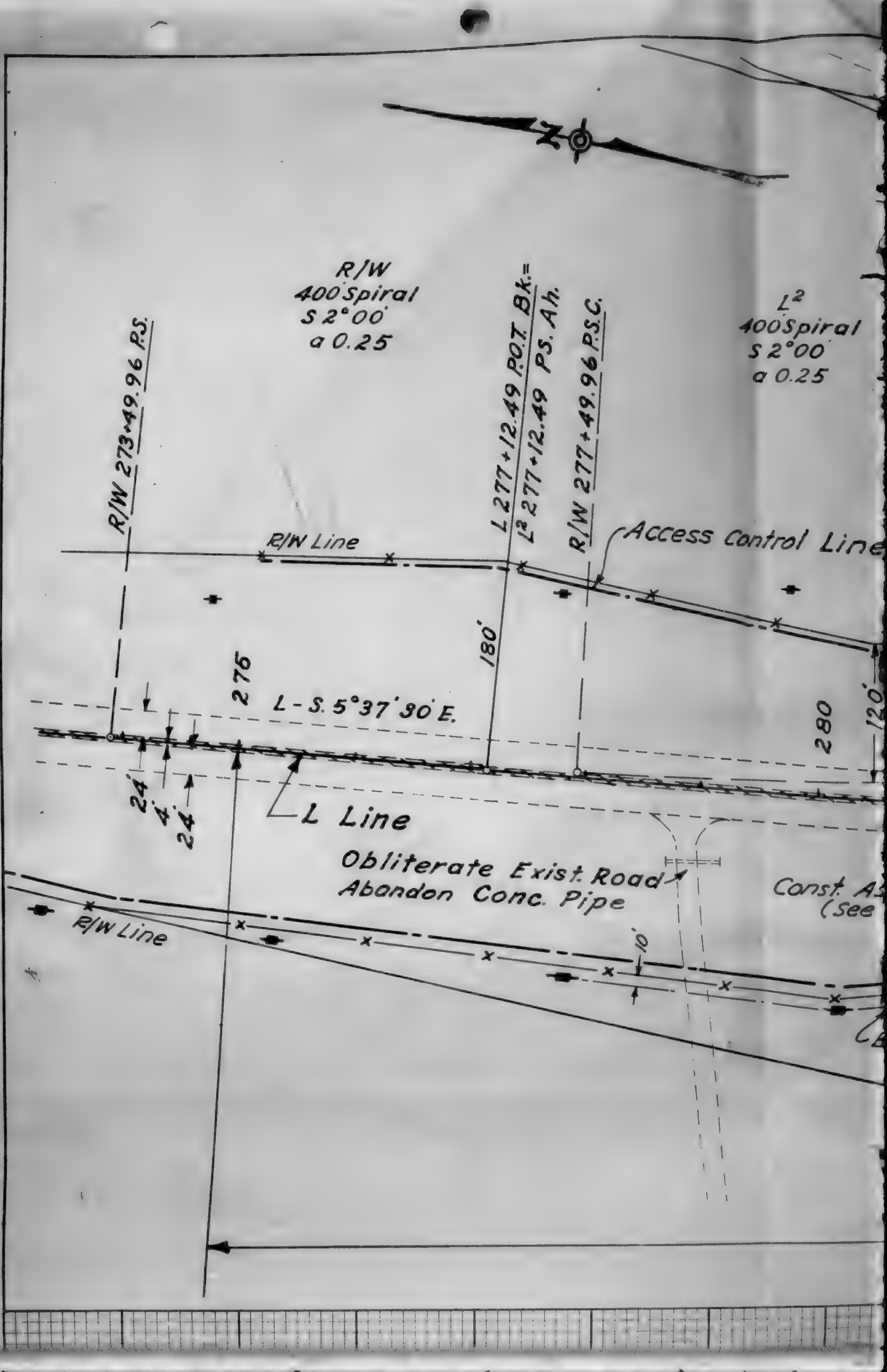
SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

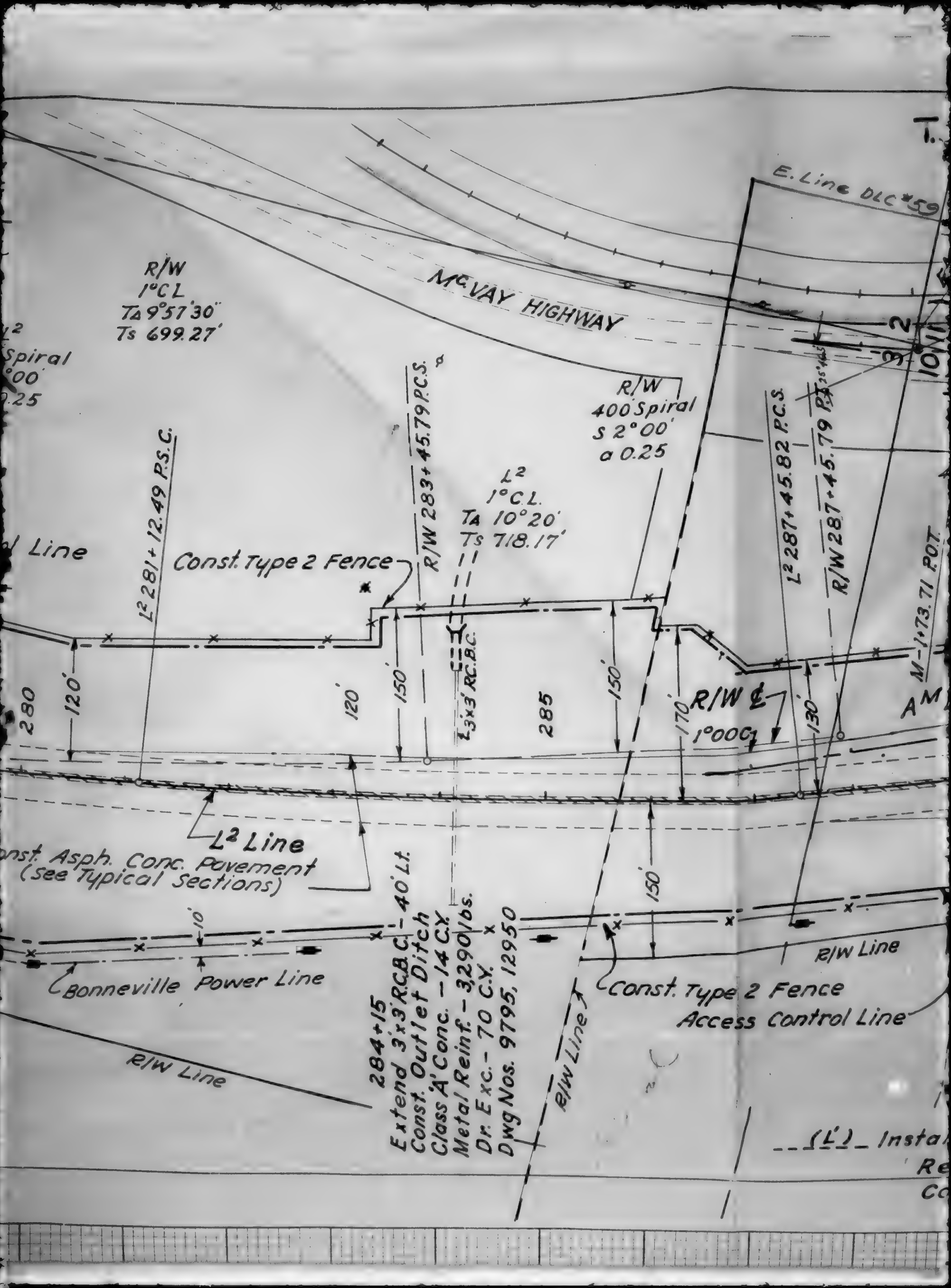
The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

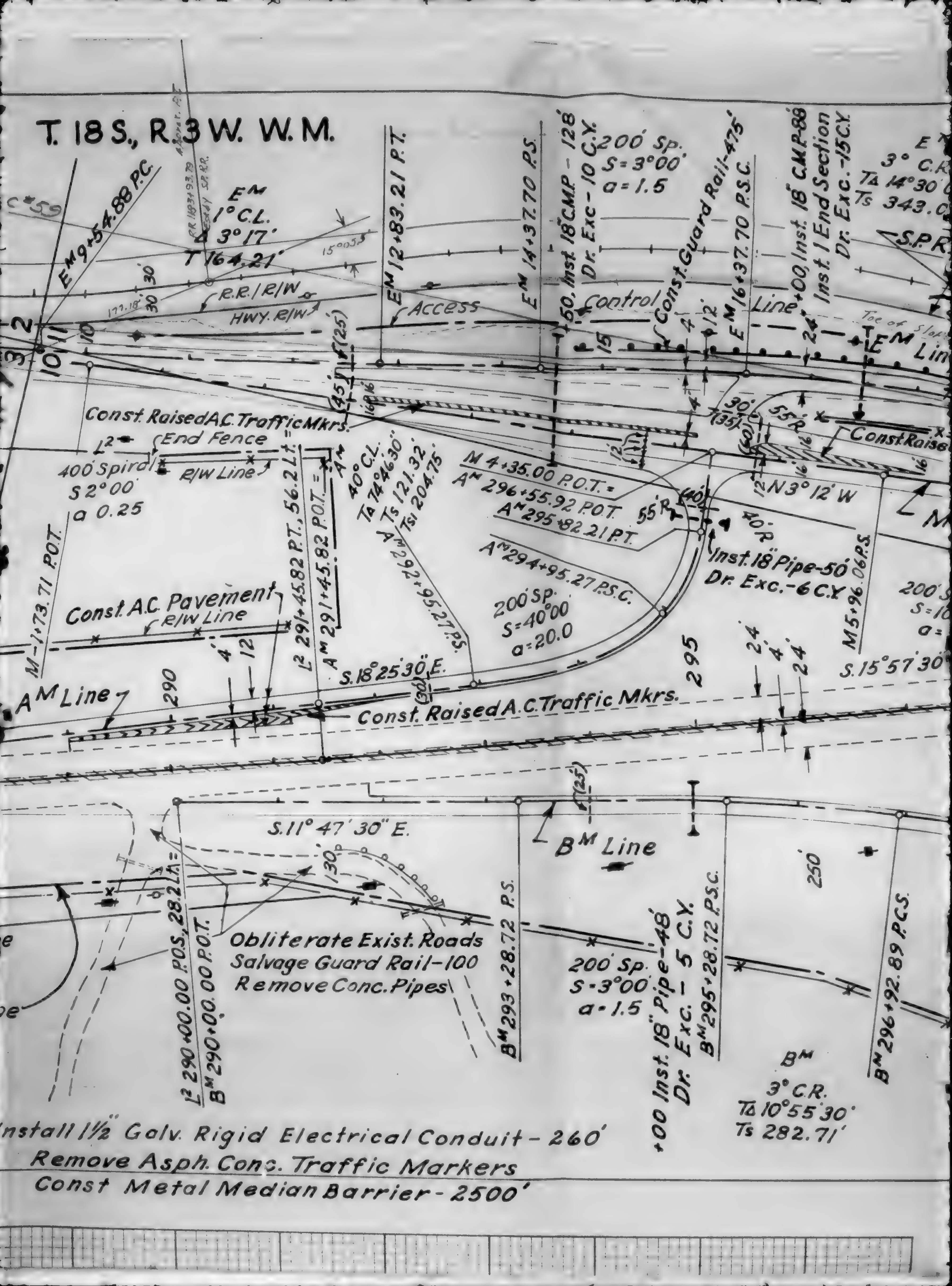
F L SULLOWAY AREA PLANT SUPT WESTERN UNION
TELEG CO 125 12TH ST OAKLAND CALIF.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



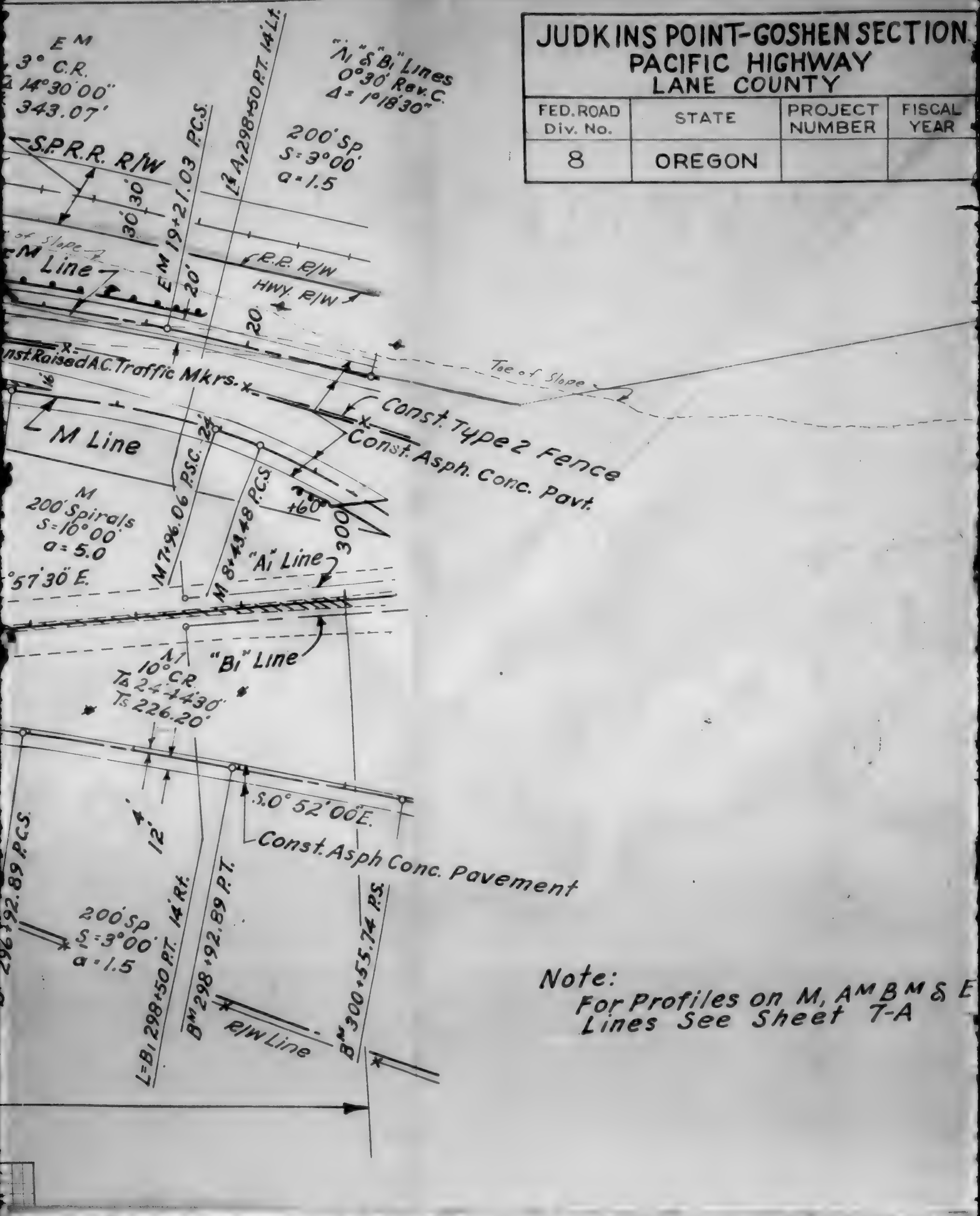

McVAY HIGHWAY
E. Line DLC #59
R/W
1°C L
TA 9°57'30"
Ts 699.27'
Spiral
00
.25
Line
L² 281+12.49 P.S.C.
R/W 283+45.79 P.C.S.
R/W
400' Spiral
S 2°00'
a 0.25
L²
1°C.L.
TA 10°20'
Ts 718.17'
Const. Type 2 Fence
L² 287+45.82 P.C.S.
R/W 287+45.79 P.I.
M-1+73.71 P.O.T.
280
120'
120'
150
3'x3' R.C.B.C.
285
150'
170'
R/W ℄
1°00' C.
130'
L² Line
Const. Asph. Conc. Pavement
(see Typical Sections)
150'
10'
Bonneville Power Line
284+15
Extend 3'x3' R.C.B.C. - 40' Lt.
Const. Outlet Ditch
Class 'A' Conc. - 14 C.Y.
Metal Reinf. - 3290 lbs.
Dr. Exc. - 70 C.Y.
Dwg Nos. 9795, 12950
R/W Line
R/W Line
R/W Line
Const. Type 2 Fence
Access Control Line
(L¹) Insta
Re
Co
1
2
3
10
AM



T. 18 S., R 3 W. W.M.
E^M 9+54.88 P.C.
E^M
1° C.L.
Δ 3°17'
T 164.21'
R.R. R/W
HWY. R/W
E^M 12+83.21 P.T.
Access
E^M 14+37.70 P.S.
50, Inst. 18" C.M.P. - 128'
Dr. Exc. - 10 C.Y.
200' Sp.
S = 3°00'
a = 1.5
Control
Const. Guard Rail - 475'
E^M 16+37.70 P.S.C.
Line
24+00, Inst. 18" C.M.P. - 88'
Inst. 1 End Section
Dr. Exc. - 15 C.Y.
E^M
3° C.R.
TΔ 14°30'
Ts 343.
S.P.R.
E^M Line
Const. Raised A.C. Traffic Mkrs.
L²
End Fence
400' Spiral
S 2°00'
a 0.25
R/W Line
L² 291+45.82 P.T., 56.2 Lt. =
A^M 291+45.82 P.O.T. =
A^M
40° C.L.
TΔ 74°46'30"
Ts 121.32
Ts 204.75
A^M 292+95.27 P.S.
M 4+35.00 P.O.T. =
A^M 296+55.92 P.O.T.
A^M 295+82.21 P.T.
A^M 294+95.27 P.S.C.
200' Sp.
S = 40°00'
a = 20.0
55' R
40' R
N 3° 12' W
Inst. 18" Pipe - 50'
Dr. Exc. - 6 C.Y.
Const. Raised
M 5+96.06 P.S.
200' Sp.
S = 1
a =
S. 15° 57' 30"
M -1+73.71 P.O.T.
Const. A.C. Pavement
R/W Line
A^M Line
290
S. 18° 25' 30" E.
Const. Raised A.C. Traffic Mkrs.
295
S. 11° 47' 30" E.
B^M Line
250
L² 290+00.00 P.O.S., 28.2 Lt. =
B^M 290+00.00 P.O.T.
Obliterate Exist. Roads
Salvage Guard Rail - 100
Remove Conc. Pipes
B^M 293+28.72 P.S.
200' Sp.
S = 3°00'
a = 1.5
+00 Inst. 18" Pipe - 48'
Dr. Exc. - 5 C.Y.
B^M 295+28.72 P.S.C.
B^M
3° C.R.
TΔ 10°55'30"
Ts 282.71'
B^M 296+92.89 P.C.S.
Install 1½" Galv. Rigid Electrical Conduit - 260'
Remove Asph. Conc. Traffic Markers
Const Metal Median Barrier - 2500'

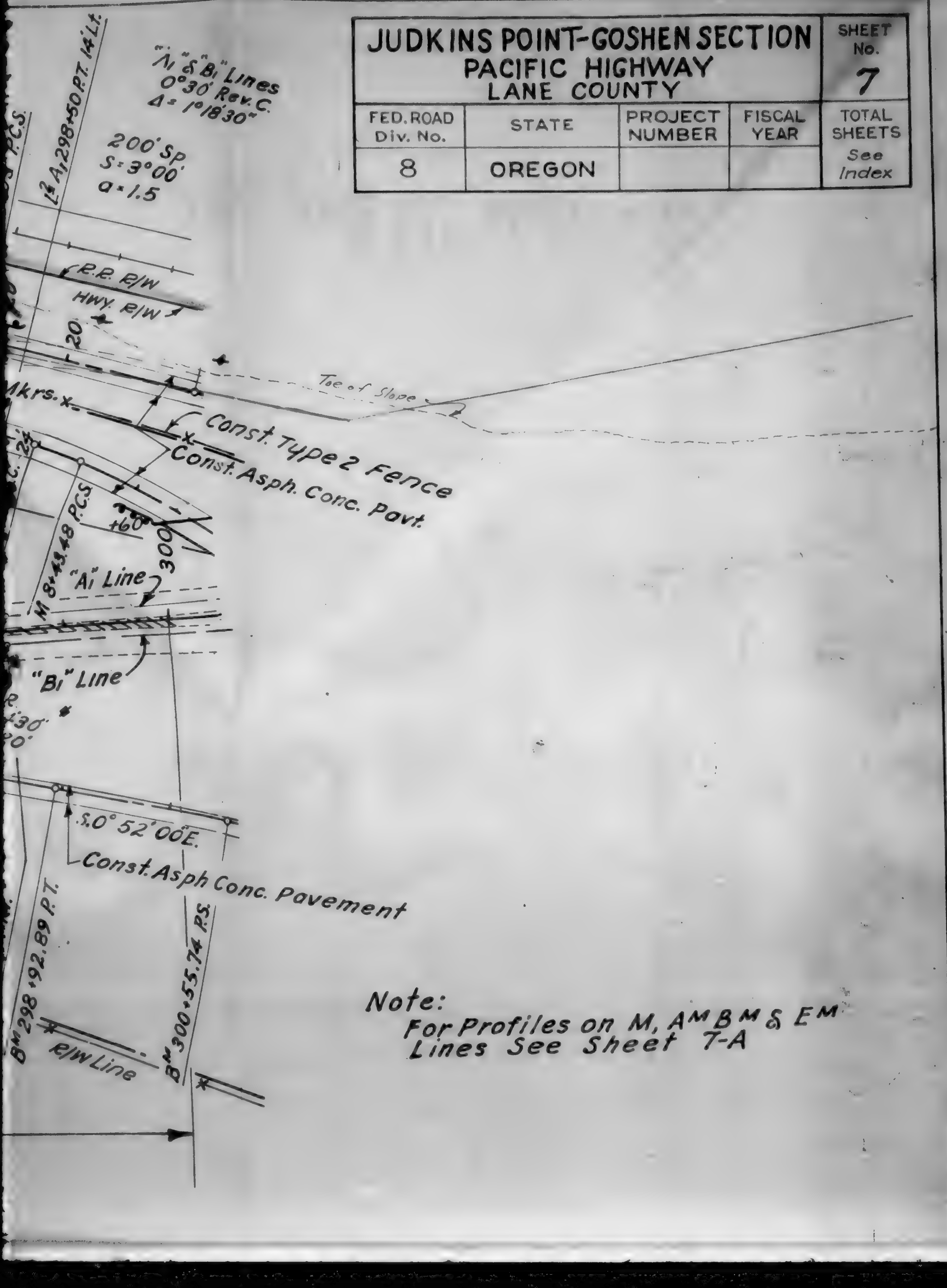
JUDKINS POINT-GOSHEN SECTION
PACIFIC HIGHWAY
LANE COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		



Note:
For Profiles on M, A M B M & E Lines See Sheet 7-A

JUDKINS POINT-GOSHEN SECTION PACIFIC HIGHWAY LANE COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



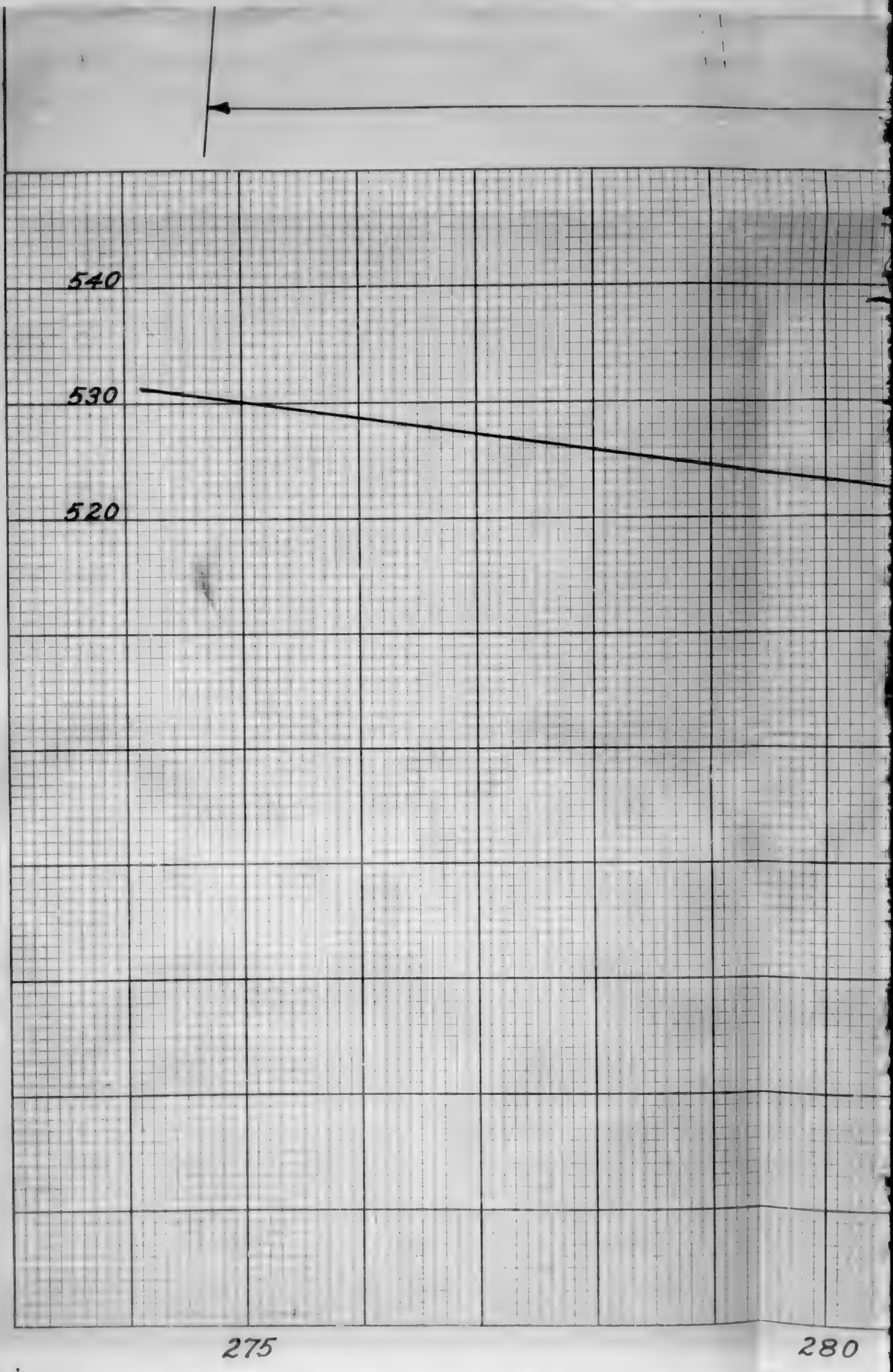
Note:
For Profiles on M, A^M B^M & E^M Lines See Sheet 7-A

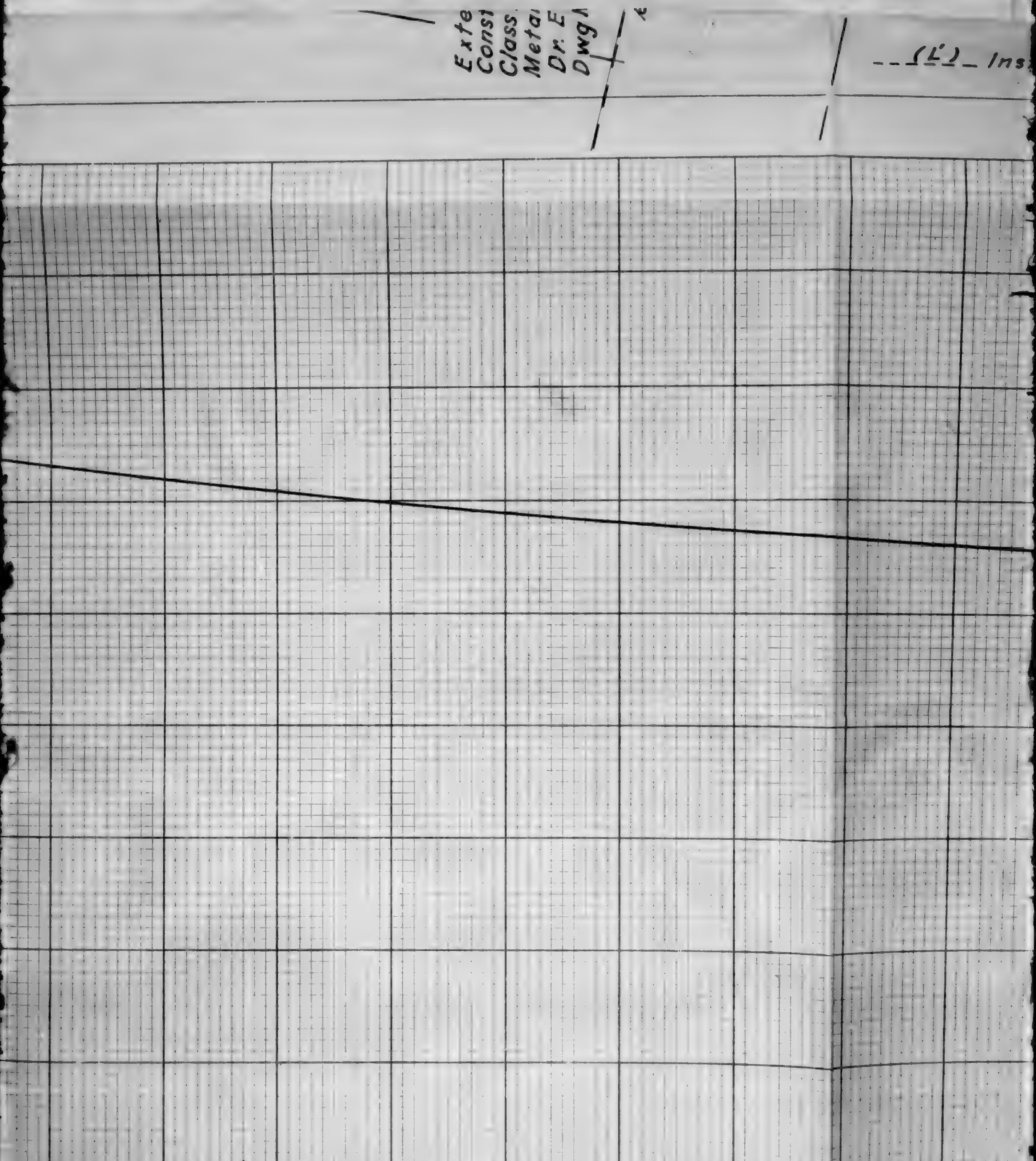
ORIGINAL SURVEY

NOTE BOOK

NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

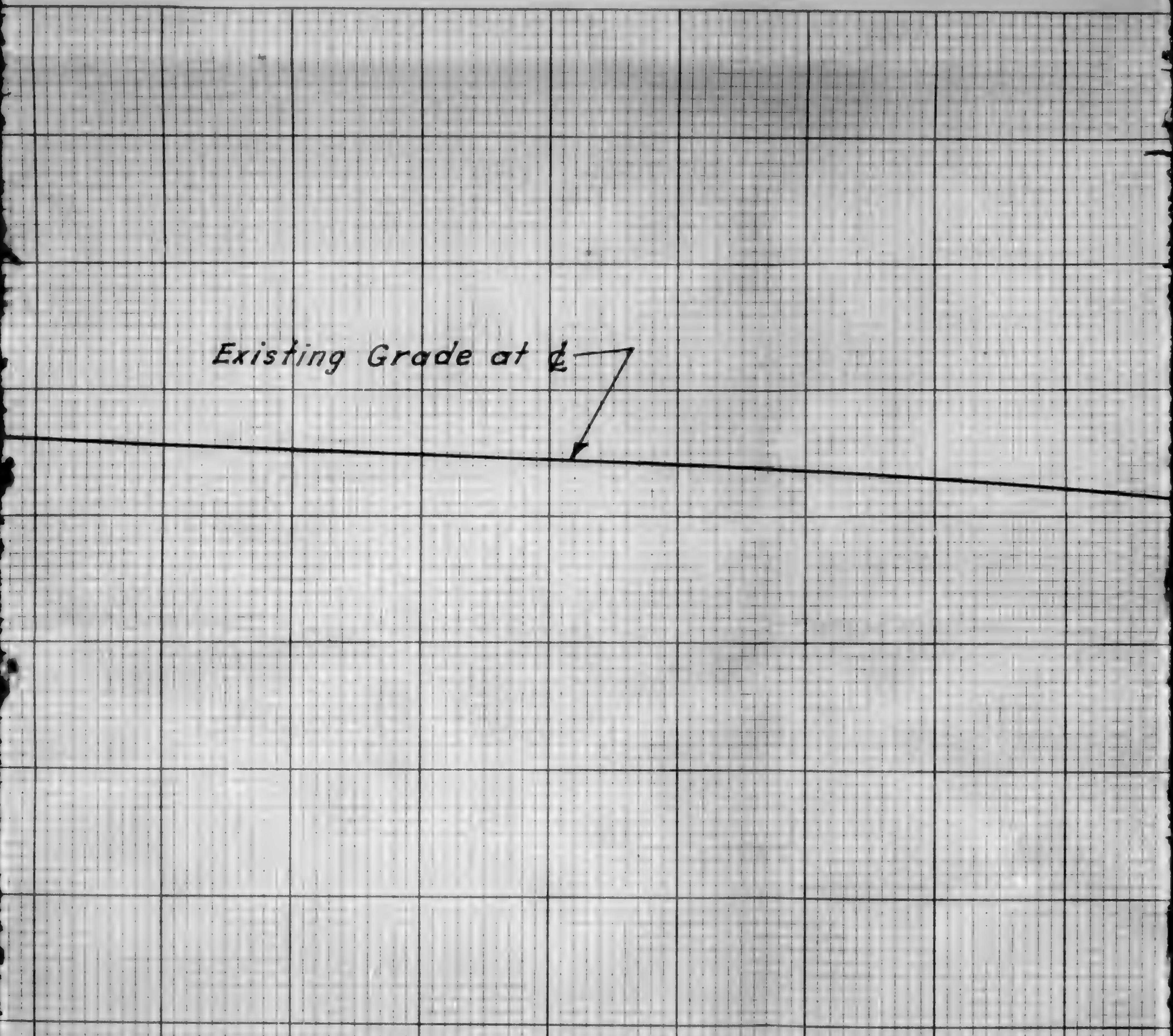


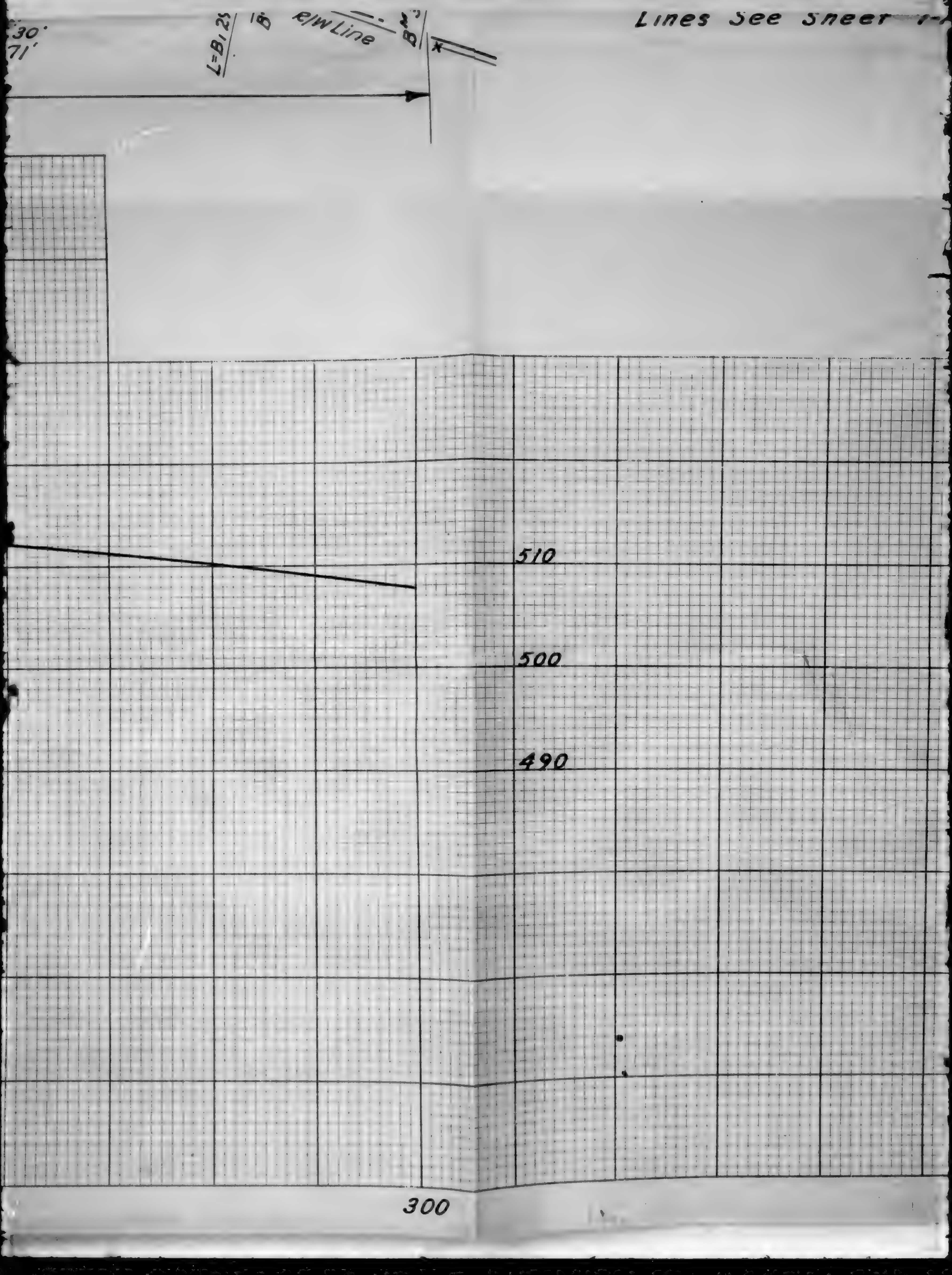

Exte
Const
Class
Meta
Dr. E
Dwg
(L) Ins
280
285

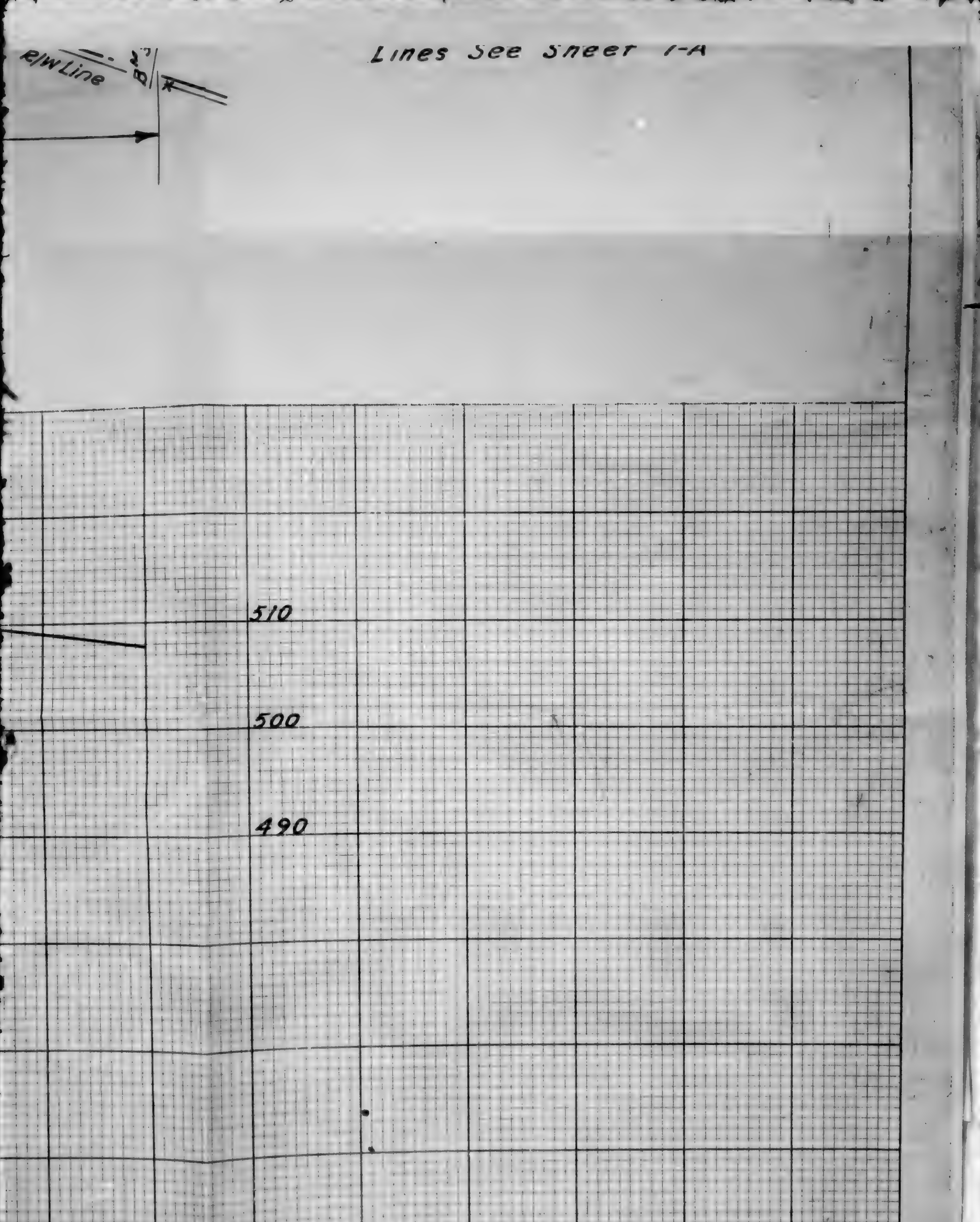
TΔ 10°55'30"
Ts 282.71'

+00

– Install 1½" Galv. Rigid Electrical Conduit - 260'
Remove Asph. Conc. Traffic Markers
Const Metal Median Barrier - 2500'



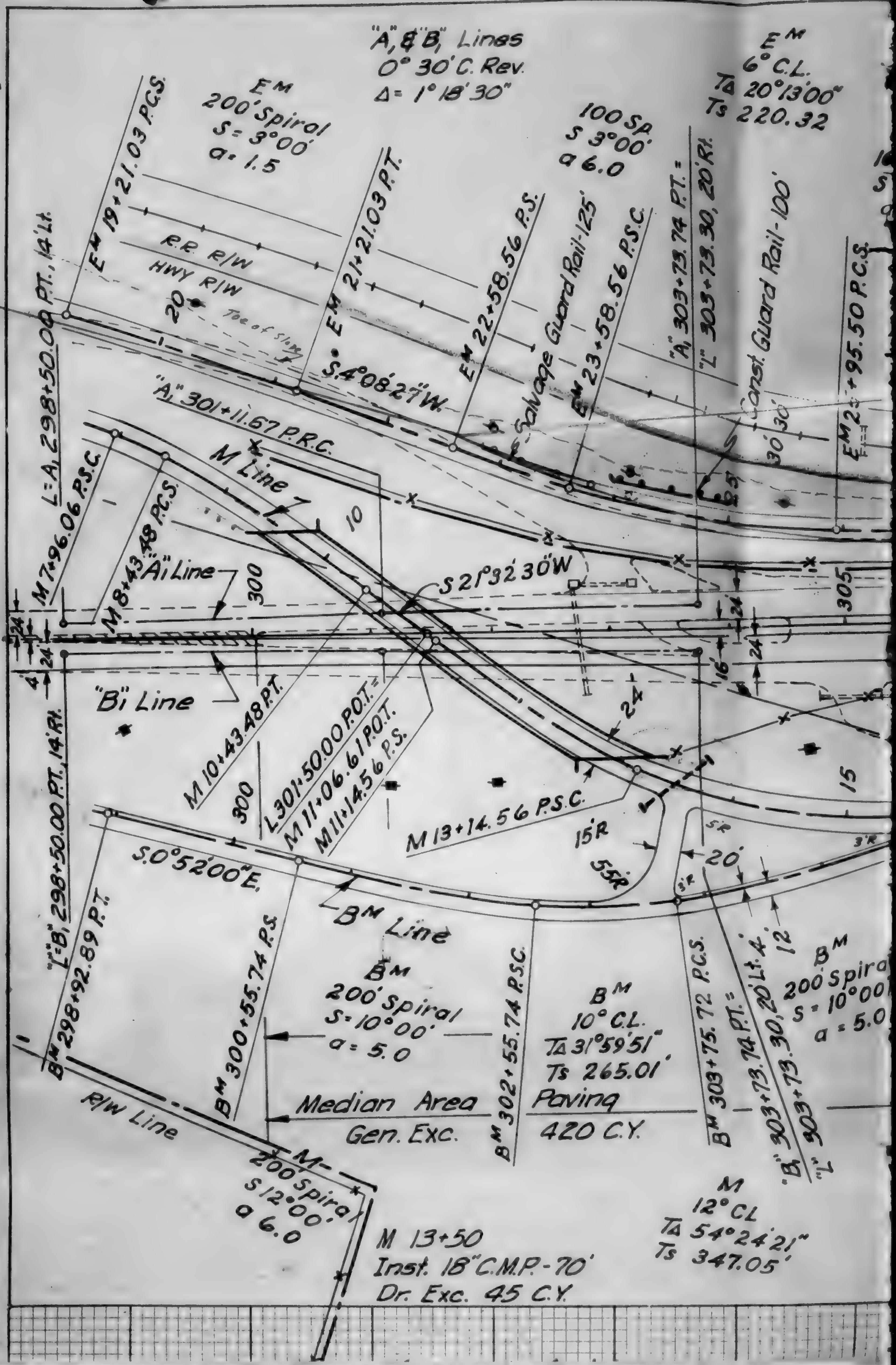

30°
71'
L=B1 25
B
R/W Line
B
Lines See Sheet
510
500
490
300

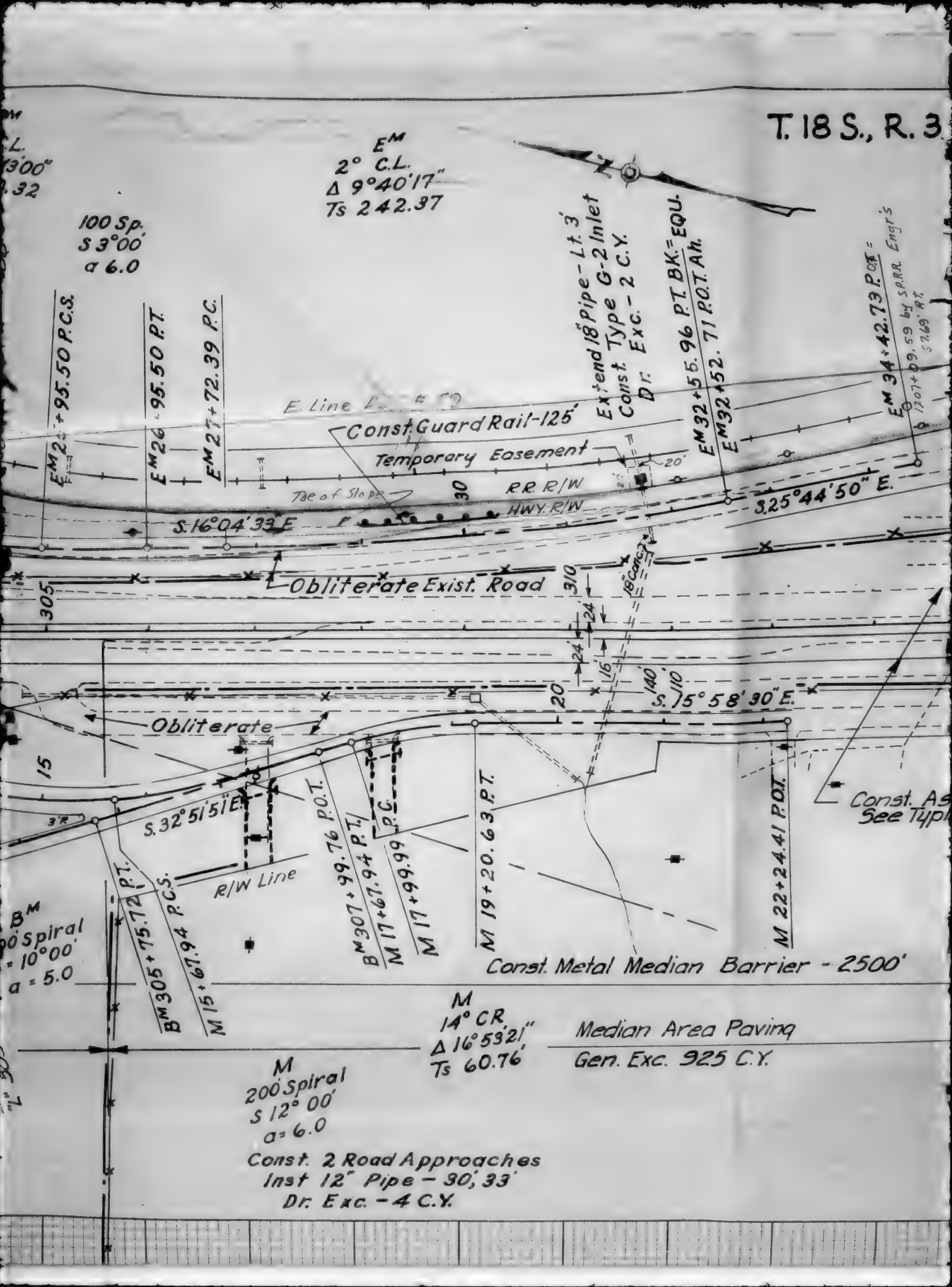

R/W Line
Lines See Sheet 1-A

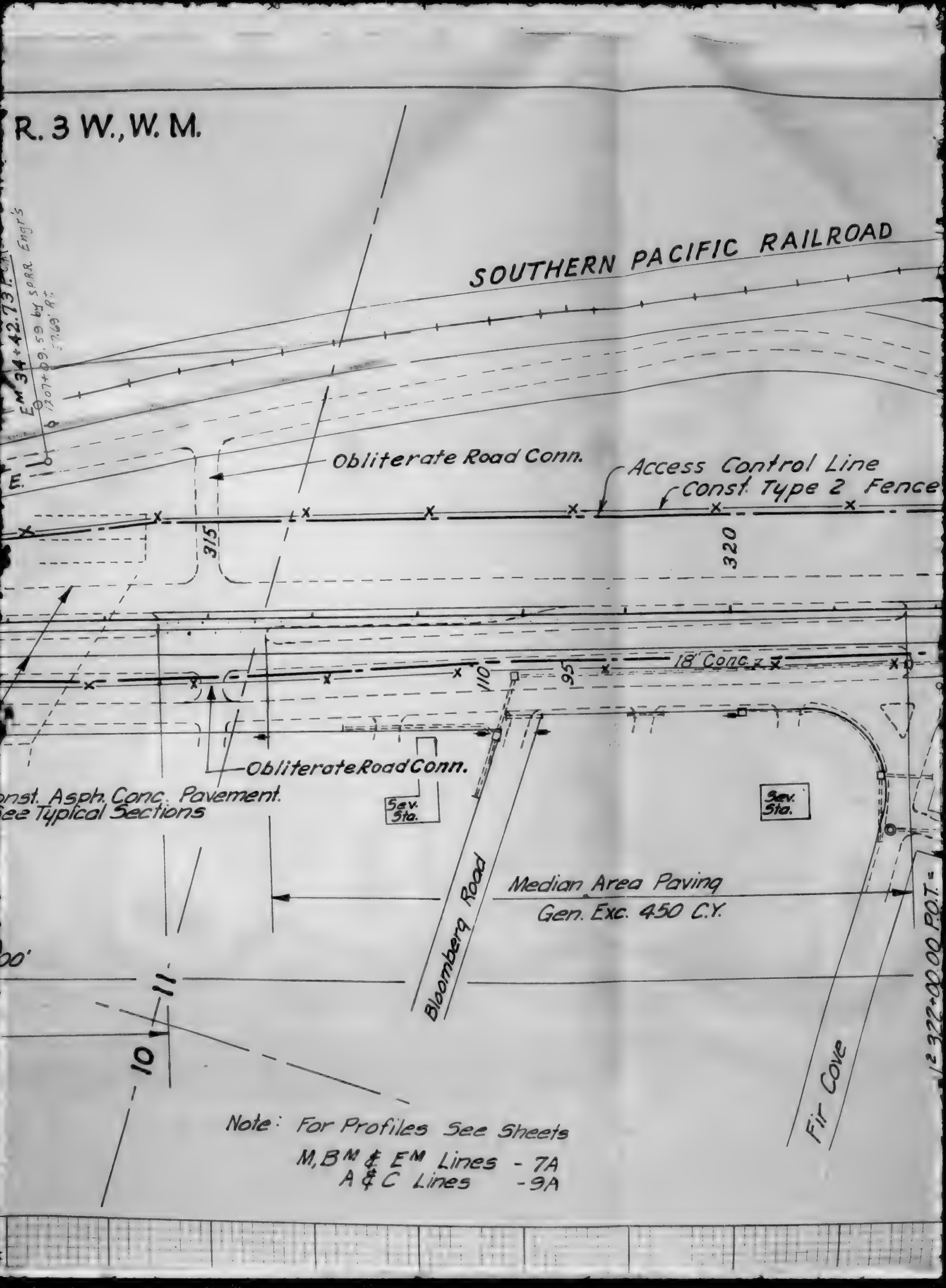
FINAL SURVEY

NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		



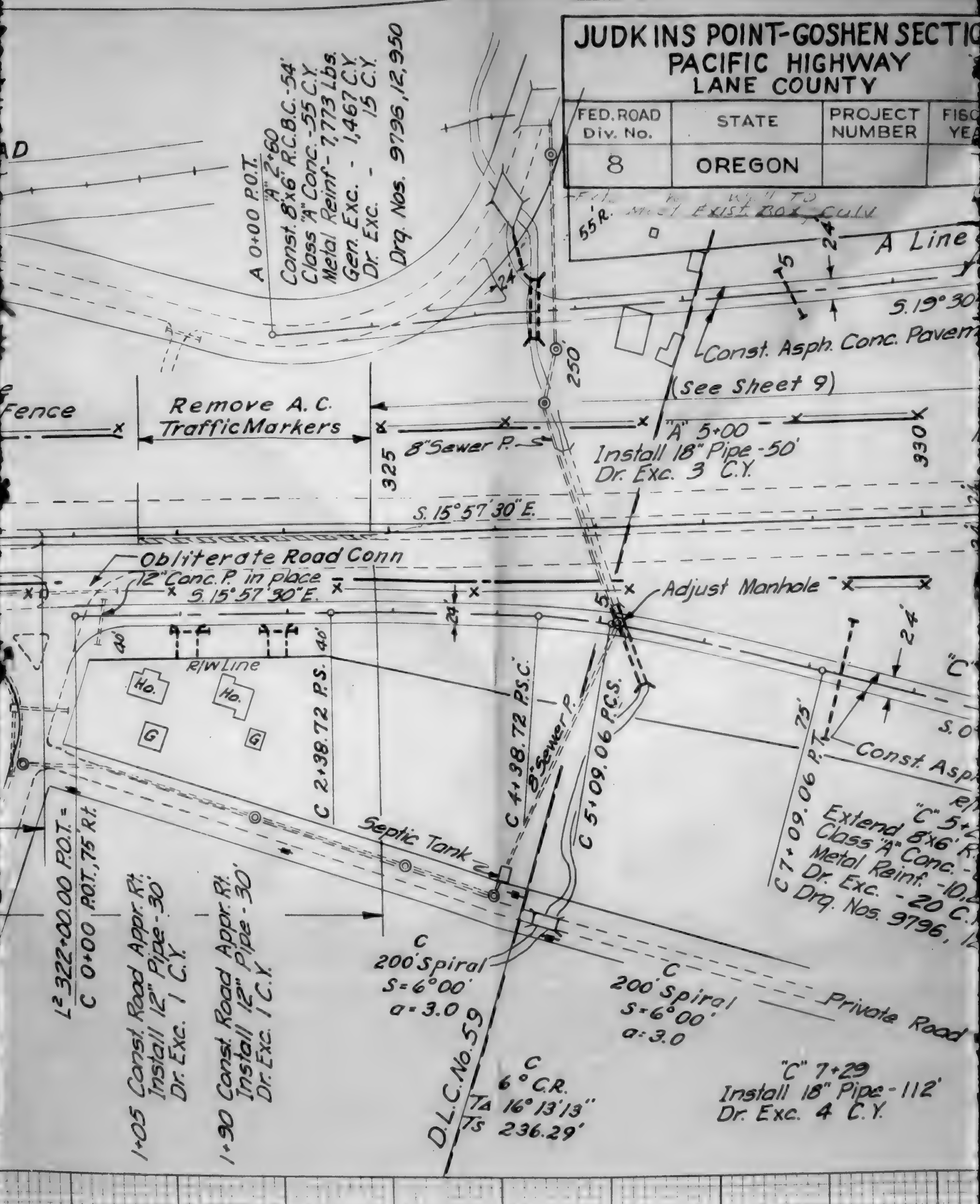

T. 18 S., R. 3
C.L.
3'00"
.32
E^M
2° C.L.
Δ 9°40'17"
Ts 242.37
100 Sp.
S 3°00'
a 6.0
E^M 2 + 95.50 P.C.S.
E^M 26 + 95.50 P.T.
E^M 27 + 72.39 P.C.
Extend 18" Pipe - Lt. 3'
Const. Type G-2 Inlet
Dr. Exc. - 2 C.Y.
E^M 32 + 55.96 P.T. BK. = EQU.
E^M 32 + 52.71 P.O.T. Ah.
E^M 34 + 42.73 P.O.T. =
1207 + 09.59 by S.P.R.R. Engr's
52.69' Rt.
E. Line
Const. Guard Rail - 125'
Temporary Easement
20'
R.R. R/W
HWY. R/W
Toe of Slope
30
S. 16°04'33" E
S. 25°44'50" E.
Obliterate Exist. Road
305
310
18" Conc.
24
24
15
24
140
110
20
S. 15°58'30" E.
Obliterate
15
3'R
S. 32°51'51" E.
R/W Line
B^M 307 + 99.76 P.O.T.
M 17 + 67.94 P.T.
M 17 + 99.99 P.C.
M 19 + 20.63 P.T.
M 22 + 24.41 P.O.T.
Const. As
See Typi
B^M
00' Spiral
= 10°00'
a = 5.0
B^M 305 + 75.72 P.T.
M 15 + 67.94 P.C.S.
Const. Metal Median Barrier - 2500'
M
14° CR.
Δ 16°53'21"
Ts 60.76
Median Area Paving
Gen. Exc. 925 C.Y.
M
200' Spiral
S 12°00'
a = 6.0
Const. 2 Road Approaches
Inst 12" Pipe - 30', 33'
Dr. Exc. - 4 C.Y.



Note: For Profiles See Sheets
M, B^M & E^M Lines - 7A
A & C Lines - 9A

JUDKINS POINT-GOSHEN SECTIO
PACIFIC HIGHWAY
LANE COUNTY

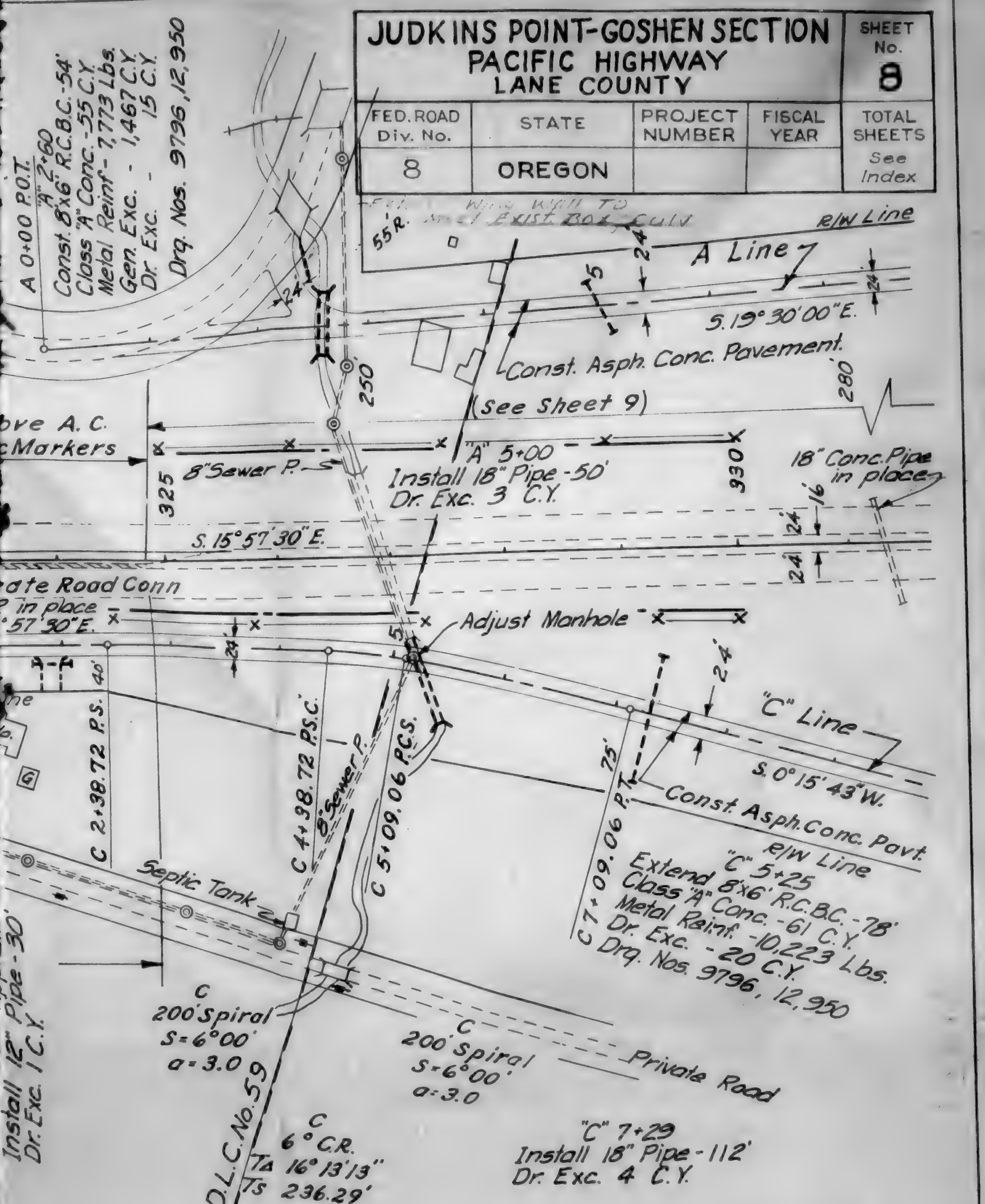
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISC YEA
8	OREGON		

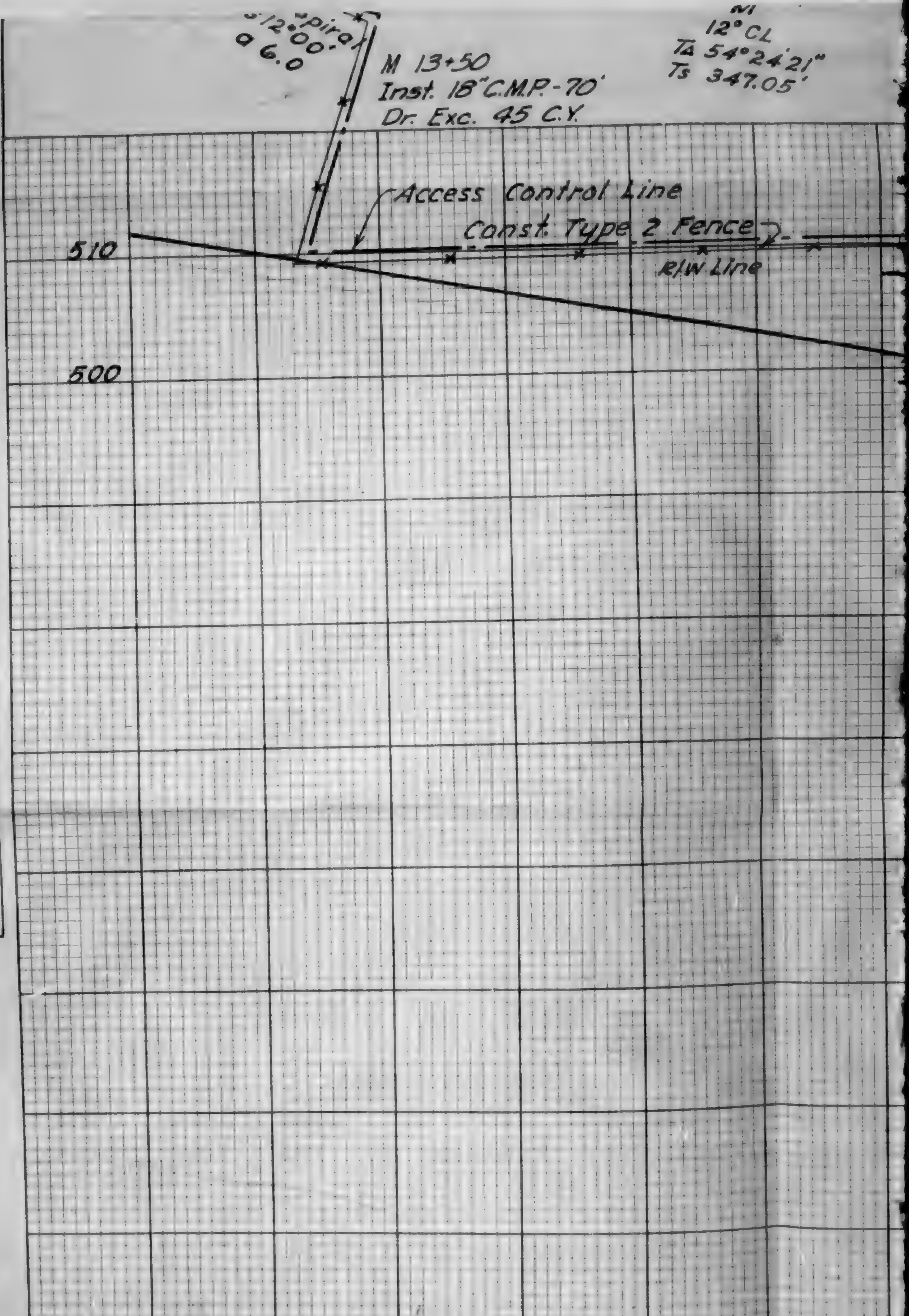


JUDKINS POINT-GOSHEN SECTION
PACIFIC HIGHWAY
LANE COUNTY

SHEET No. 8

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



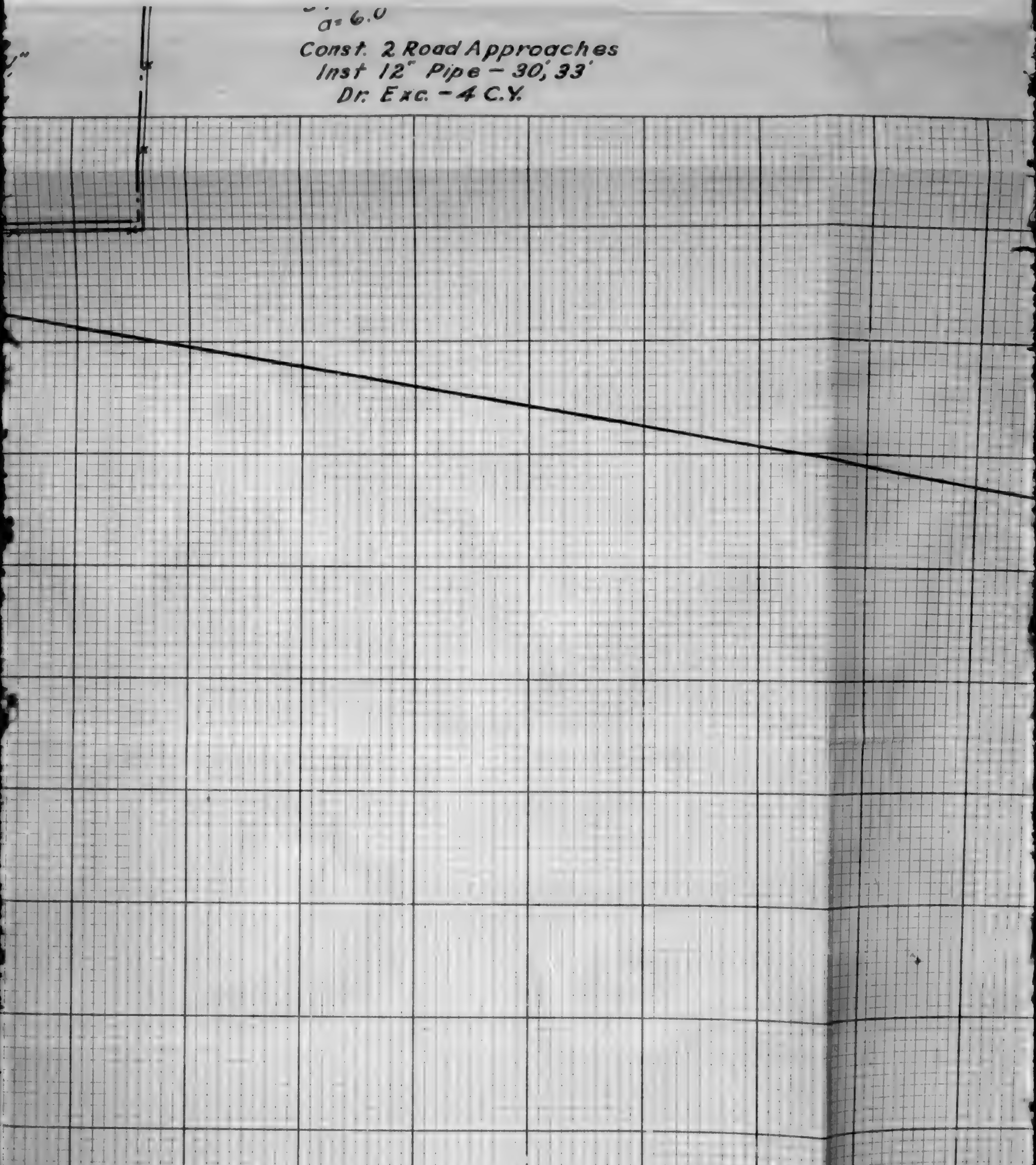


ORIGINAL SURVEY

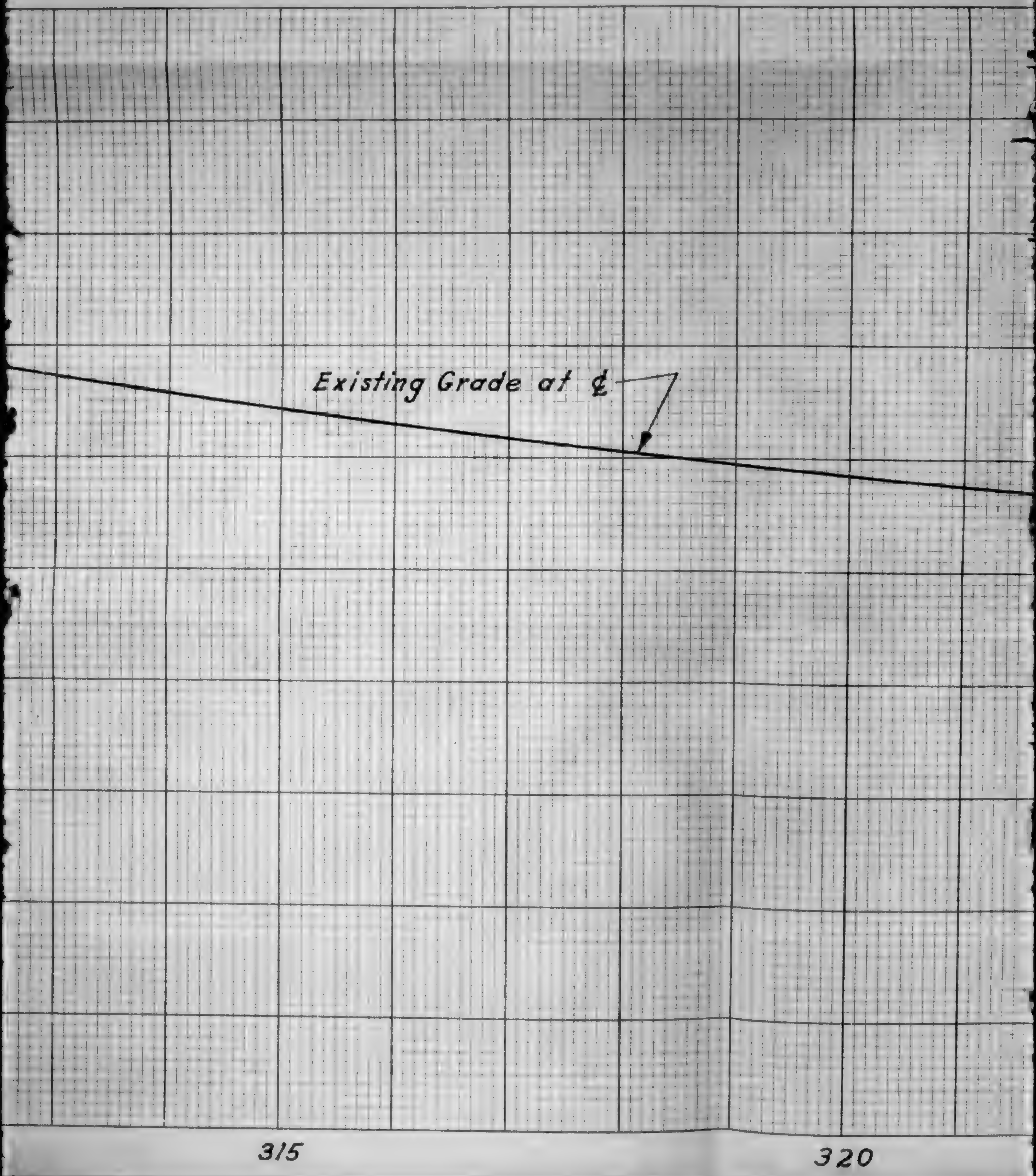
NOTE BOOK

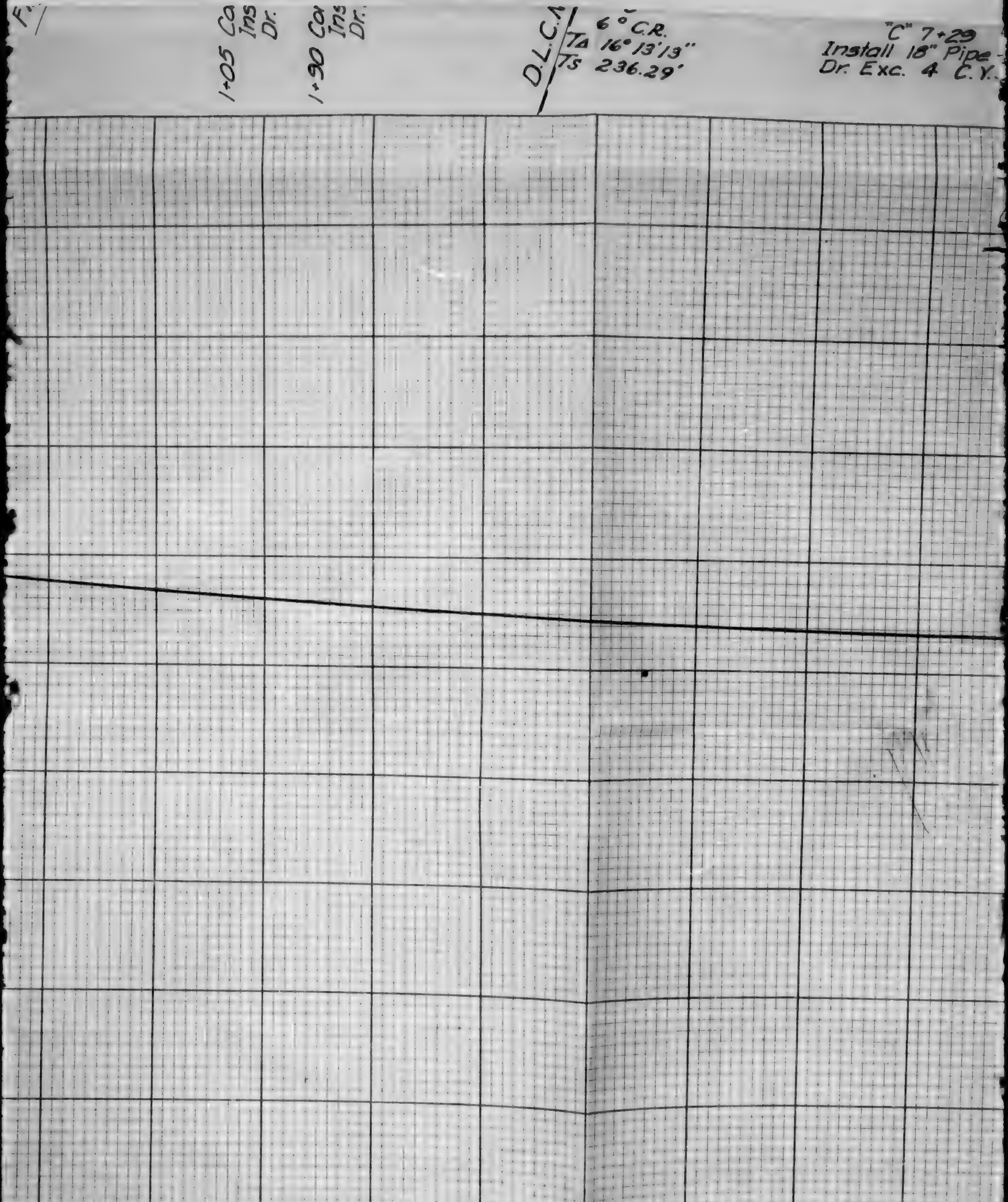
NO.

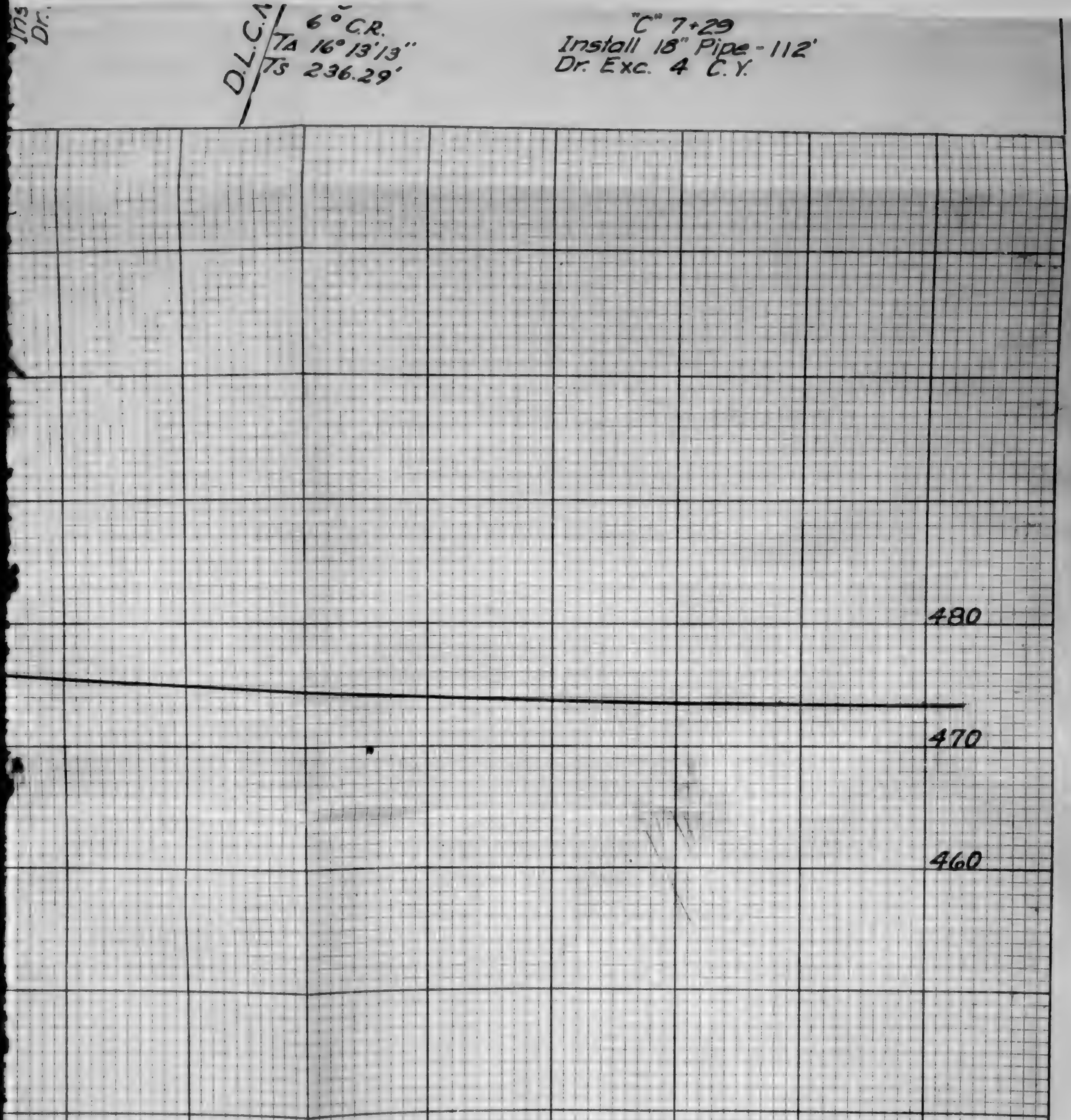
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		


a=6.0
Const. 2 Road Approaches
Inst 12" Pipe – 30', 33'
Dr. Exc. – 4 C.Y.
305
310

Note: For Profiles See Sheets
M, B^M & E^M Lines - 7A
A & C Lines - 9A




F
1+05 Ca
Ins
Dr.
1+90 Ca
Ins
Dr.
D.L.C.
6° C.R.
TΔ 16° 13' 13"
Ts 236.29'
"C" 7+29
Install 18" Pipe
Dr. Exc. 4 C.Y.



RECEIVED
- 1960
FOR FILING

[illegible]

PLEASE RETURN TO
FORREST COOPER

for filing

HARRIS, BUTLER, HUSK & GLEAVES
LAW OFFICES
EUGENE LEGAL CENTER
P. O. BOX 1147
EUGENE, OREGON

LAWRENCE T. HARRIS
EDWARD A. BUTLER
RONALD W. HUSK
VERNON D. GLEAVES
JAMES C. GOODE
JACK A. GARDNER
ROBERT H. FRASER

TELEPHONE
DI. 5-8407

May 2, 1960

1628

Mr. Forrest Cooper
Acting State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Re: Judkins Point-Goshen Section
Pacific Highway, Lane County

Dear Mr. Cooper:

On behalf of our clients and this office we would like to take this opportunity to express our appreciation for the meeting held in your local office on April 25, 1960, between Mr. Barbee and Mr. Attig from your Salem office and Messrs. Booth, Pape' and Fischer and the writer.

At the conference Mr. Barbee exhibited the preliminary plan for a complete interchange at the intersection of the freeway and Henderson Avenue which, if constructed, would appear to resolve the questions which we have previously raised. It was our understanding that this proposed plan had received approval of the representative of the Bureau of Public Roads in Salem but that the matter had not been submitted to the regional office of the Bureau of Public Roads. It was our further understanding that your department intended to seek the necessary approval from the Bureau of Public Roads and that if this approval was obtained that it would then be necessary to obtain modification of existing agreements with the City of Eugene and Lane County.

Edw

At the time of the meeting we offered our assistance in any manner possible and Mr. Barbee indicated that there was probably nothing which we could do until such time as the approval from the Bureau of Public Roads had been obtained. If there should be any developments which would change the situation and we could render assistance, would you please immediately advise.

Since this matter is of extreme importance to our clients, we would sincerely appreciate being kept advised of developments and particularly in the event difficulty should be encountered in obtaining approval of the Bureau of Public Roads.

As mentioned to Mr. Barbee, it is our opinion that the industrial development in the area and the amount of traffic on Henderson Avenue certainly substantiates the necessity for the interchange at this intersection. Also the city limits of Eugene have been extended to Henderson Avenue north of the highway and thus this interchange would be situated at the easterly limits of the City of Eugene.

Yours very truly,

Vernon D. Gleaves
VERNON D. GLEAVES

VDG/jc

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1960
FOR FILING
I-5-3(7)192
294

April 20, 1960

1628

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Comparative cost analysis
of access
Judkins Point-Goshen Section
Pacific Freeway

Dear Sir:

This is in reply to your letter of March 30 concerning the above matter. In line with your suggestion, we investigated the proposal of a low standard frontage road to serve these properties but found that the cost of said frontage road was in excess of the cost of the underpass previously submitted.

We have, however, re-estimated the cost of serving these properties through the use of a 24'x15' rigid frame structure as per the attached sketch. Our previous plan was based on the construction of this structure for the ultimate six laning of this highway. We have re-estimated on the basis of four lanes for present construction. The estimated cost of the service roads and structure, including 12½ per cent for engineering and contingencies, is $48,900. As submitted to you in our letter of August 18, 1959, our cheapest estimate for acquiring access rights for these properties is $54,500.

In view of the above, we would request your approval of constructing this service road and structure.

Very truly yours,

W. C. Williams
State Highway Engineer

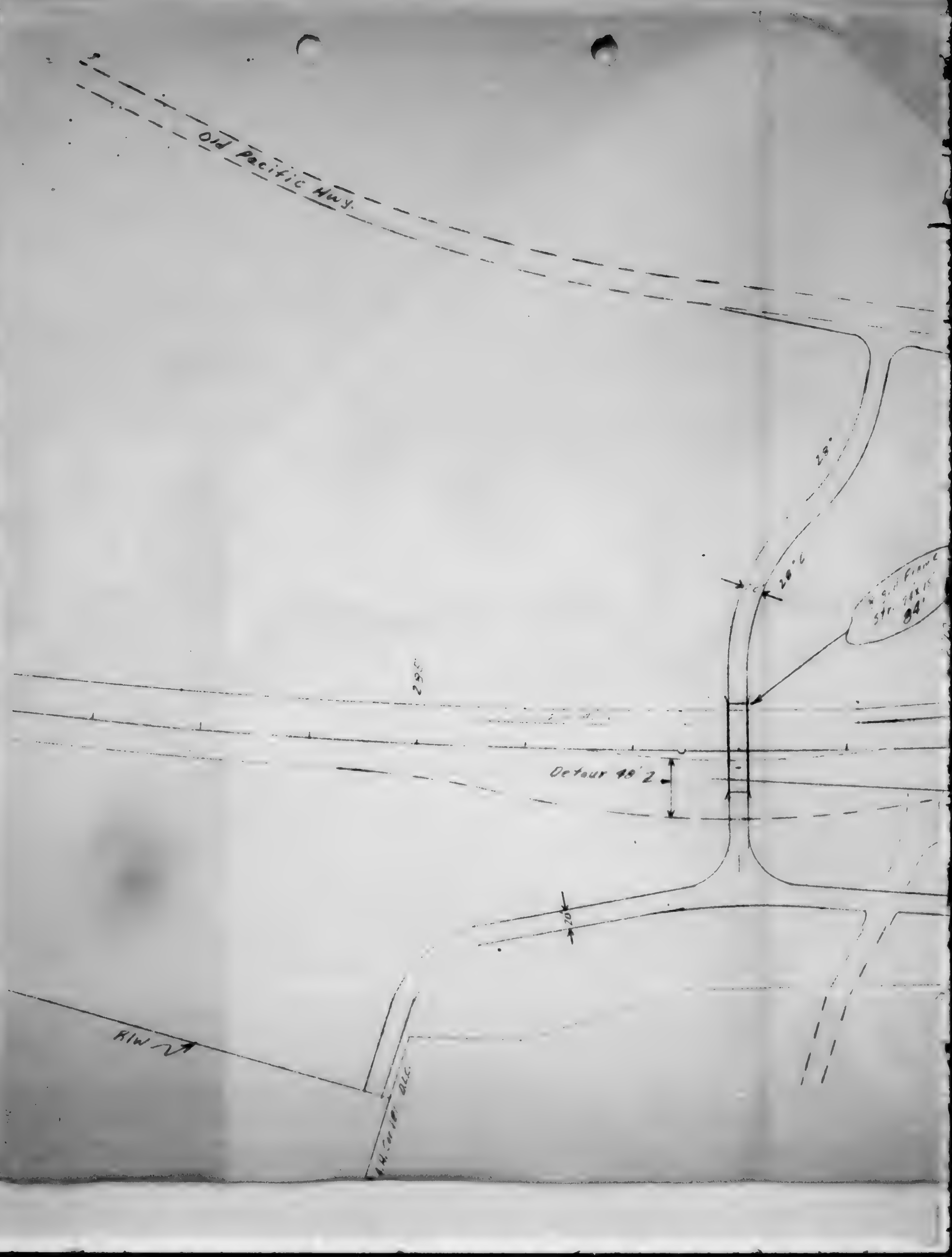
By

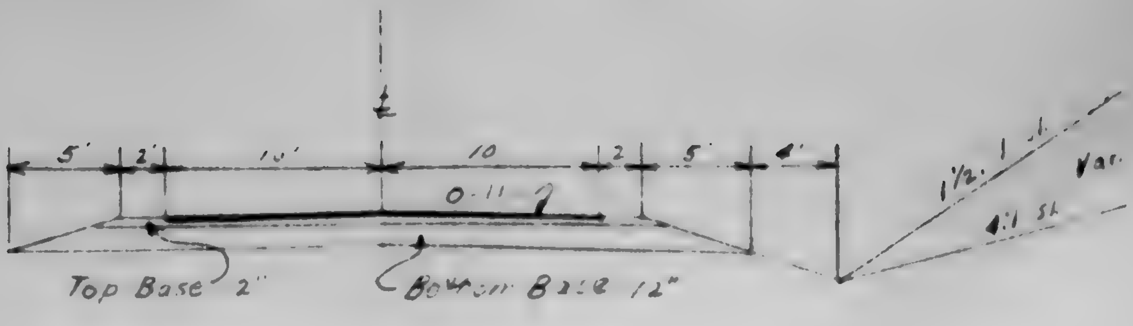
Forrest Cooper
Deputy State Highway Engineer

Encl.

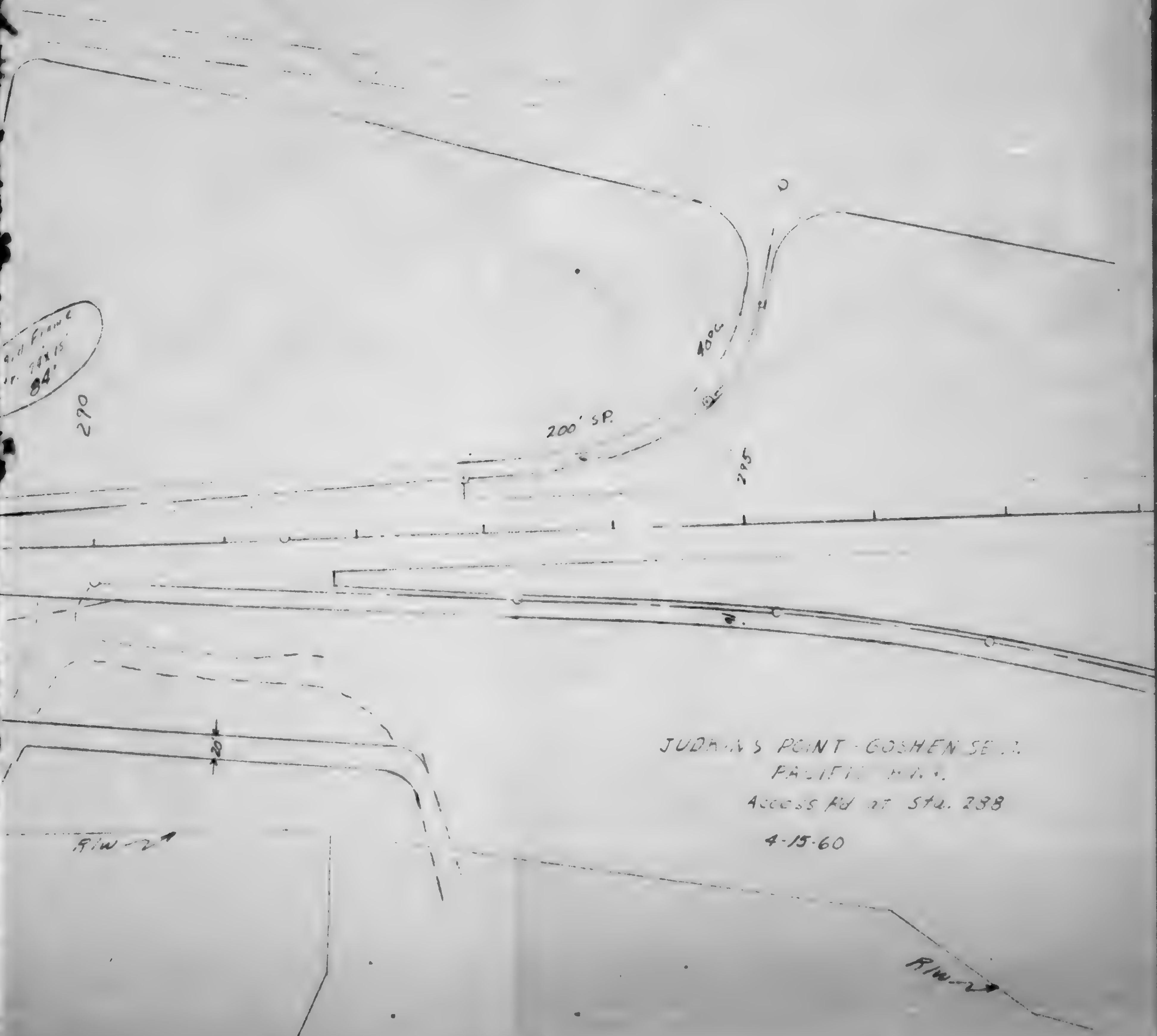
cc Mr. W. C. Williams
Mr. Tom Edwards

DJB:jk fn


Old Pacific Hwy.
28'
20'6
Rigid Frame Str. 24x15 84'
29'
Detour 18'2
20'
R/W
A.H. Co 18' All.



TYPICAL SECTION
Access Road



JUDKINS POINT-GOSHEN SEC.
PACIFIC HWY.
Access Rd at Sta. 288
4-15-60

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Judkins Point-[illegible] Sect. [illegible]-[illegible]-60

[illegible] Hwy

B[illegible] [illegible] Sta [illegible]

	Unit	Net	Allow	Total	Unit Price	Total
Exc. Unc.	[illegible]	[illegible]	[illegible]85	9[illegible]75	1.00	[illegible]
Dr. Exc.	"	[illegible]	[illegible]	6	3.00	18
12" Pipe	Lin.ft.	[illegible]	8	8[illegible]	2.25	[illegible]
[illegible] Course Base [illegible]	C.Y.	[illegible]	213	2400	1.75	[illegible]
[illegible] Mat. in Base	"	[illegible]	22	300	1.00	[illegible]
Sprinkling	M Gal.	62	8	70	3.00	21[illegible]
3/4"-0 in Binder	C.Y.	30	3	33	3.75	124
Furnishing & Place Aggr.	"	164	16	180	3.75	675
[illegible] Asph.	Ton	5	1	6	47.00	[illegible]
150-200 Asph.	"	12	1	13	45.00	[illegible]
[illegible] Asph.	"	4		4	47.00	188
Detour						[illegible]
						18862
			Engr. & Cont.		+[illegible]%	[illegible]
						21,2[illegible]
						27680
24 x 16' [illegible] structure [illegible]						~~[illegible]~~
(including wing walls)						~~44,[illegible]~~
						48,900

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-DA

408 State Highway Building
Salem, Oregon

March 30, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Comparative cost analysis of
access, Judkins Point-Goshen
Section, Pacific Freeway
Project I-5-3(--)179

Dear Sir:

We have reviewed your submission of August 18, 1959 concerning the above.

It is Bureau policy to provide frontage roads only upon a showing that the cost of right-of-way plus the cost of constructing the frontage road is less than the cost of extinguishing access rights of the properties. Since your cost analysis fails to make such a showing we appear to have no alternative but to deny your request for frontage road construction.

Inspection of the site reveals the possibility that a low standard frontage road could be constructed along the westerly side of the freeway to serve the properties in question via the McVay interchange.

On the basis of the above, will you please compile a cost estimate based on provision of access by this route.

Edw

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
JAN [illegible] 1960

FOR FILING

I-5-3(9)190

January 8, 195~~9~~ 60

C
O
P
Y

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting under separate cover revised plan sheets 12, 16, 22 and 23 for the Linn County Line-Judkins Point Section, Project No. I-5-4(2)193.

These sheets have been revised to include all takings under parcels 27169, 30222 and 30223, although these parcels include some portions located slightly beyond the south end of the project. This procedure appears desirable to prevent splitting parcels purchased from one owner and listing, the portions both on this project and the adjacent Project I-5-3(9)190 and since the division between Interstate sections 3 and 4 occurs at this point which prevents the project limits being adjusted to result in each parcel being located entirely within one project, or the other.

You will note the portions extending beyond the project limit are relatively minor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWN:sm

RECEIVED
AUG 19 1959
FOR FILING

I-5-3(9) 190

5945

August 18, 1959

Mr. C. G Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Comparative cost analysis for access
Judkins Point-Goshen Section
Pacific Freeway

Dear Sir:

In justification of the construction of a frontal road for four properties on the above section of highway, I am attaching two prints of a map showing the proposed access construction and submitting the following information:

1. None of the four properties involved presently have any access other than to the Pacific Highway.

2. The estimated cost of an access road, including a 24'x15' box under the highway, is $57,800, which figure includes 12½ per cent for engineering and contingencies. This box will be built for the eventual six lanes, which cost is reflected in the above figure.

3. The following is the estimated cost of acquiring access rights by Staff Appraiser Alan Gemmell:

	No Access	Frontage Road	Difference
File No. 27737 - Binns	$19,289.00	$ 1,895.00	$17,394.00
File No. 27738 - Prose	2,736.00	- -	2,736.00
File No. 27740 - McDonald	25,454.64	5,772.00	19,682.64
File No. 20019 - Judkins	21,994.50	7,504.34	14,490.16
Totals	$69,474.14	$15,171.34	$54,302.80

The figures above include timber in the taking and damage to the marketability of the remaining timber under the access restrictions as stated, per Marvin Rosette, Assistant Forester.

4. The following is a compilation of Mr. James Rodman, Jr.'s appraisals:

	No Access	Frontage Road	Difference
File No. 27737 - Binns	$22,500.00	$1,790.00	$20,710.00
File No. 27738 - Prose	3,075.00	- - -	3,075.00
File No. 27740 - McDonald	21,750.00	8,935.00	12,815.00
File No. 20019 - Judkins	15,165.00	11,555.00	3,610.00
Totals	$62,490.00	$22,280.00	$40,210.00

The above figures do not include timber in the taking nor damage to the remainder of the timber. (See timber appraisals by Mr. Rosette, Assistant Forester)

Rosette damaged - McDonald	$ 7,422.64	and
Judkins - a difference	3,842.16	
Total difference in timber damage	$11,264.80	
Plus above total difference	$40,210.00	
	$51,474.80	

The average cost of restriction of access as given by the two above appraisals is approximately $4,500 less than the cost of serving these properties. It is, however, the opinion of our Right of Way Division that one or more of these properties would have to be condemned, in which case the total cost of acquiring these access rights would more than likely exceed the cost of serving these properties by a considerable amount.

I recommend your approval of the construction of this access facility.

Very truly yours,

W. C. Williams
State Highway Engineer

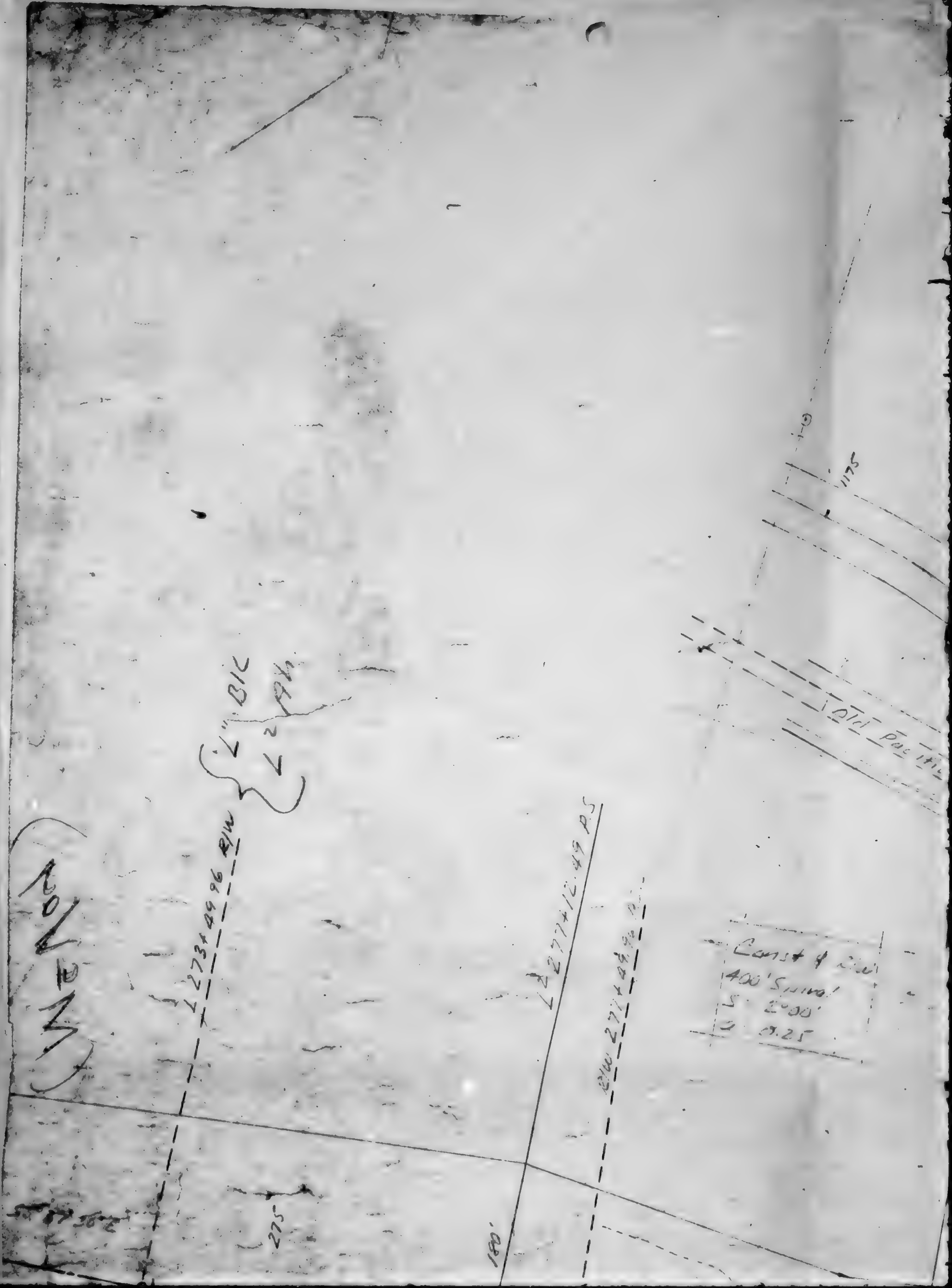
By

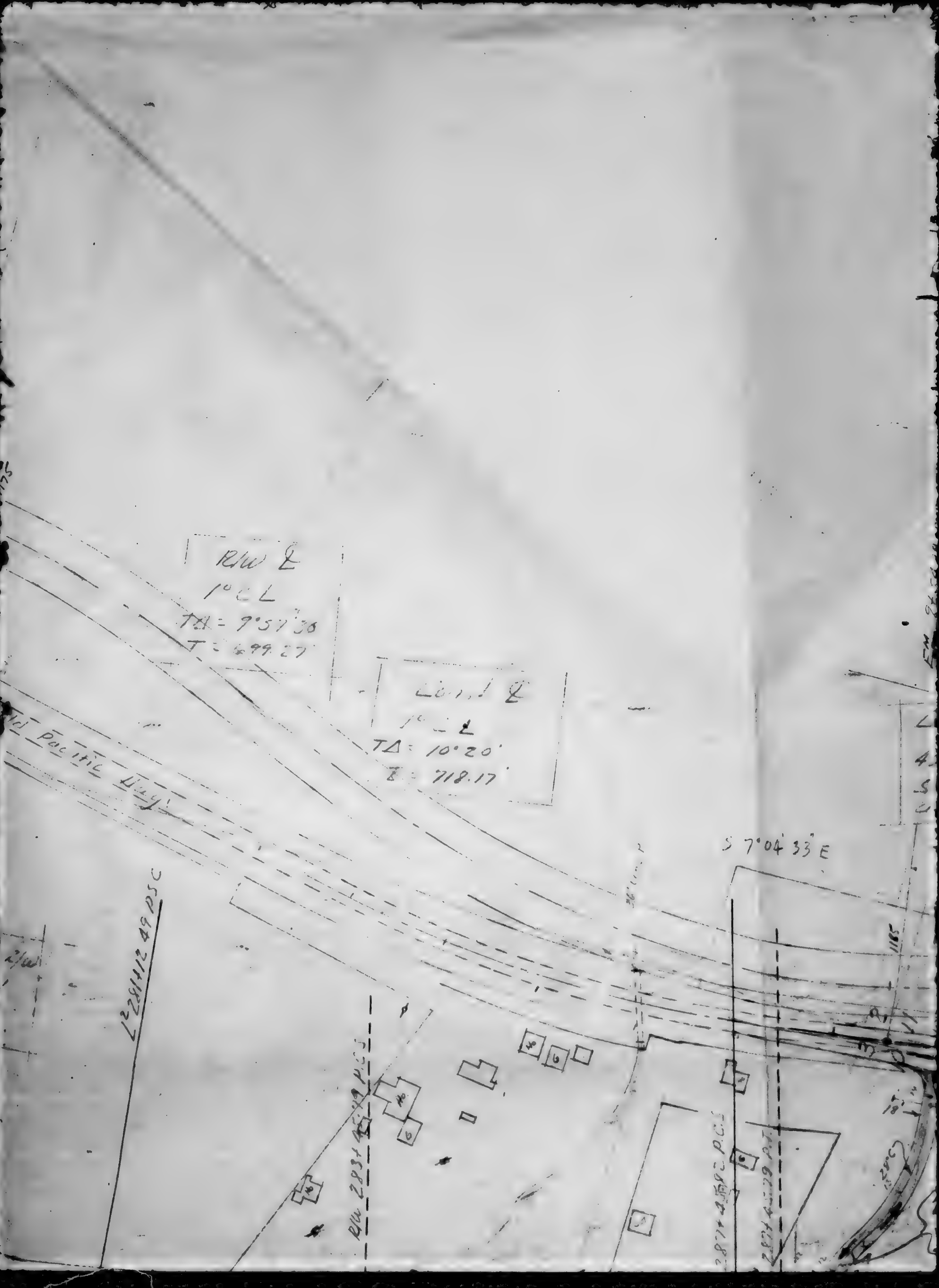
Forrest Cooper
Deputy State Highway Engineer

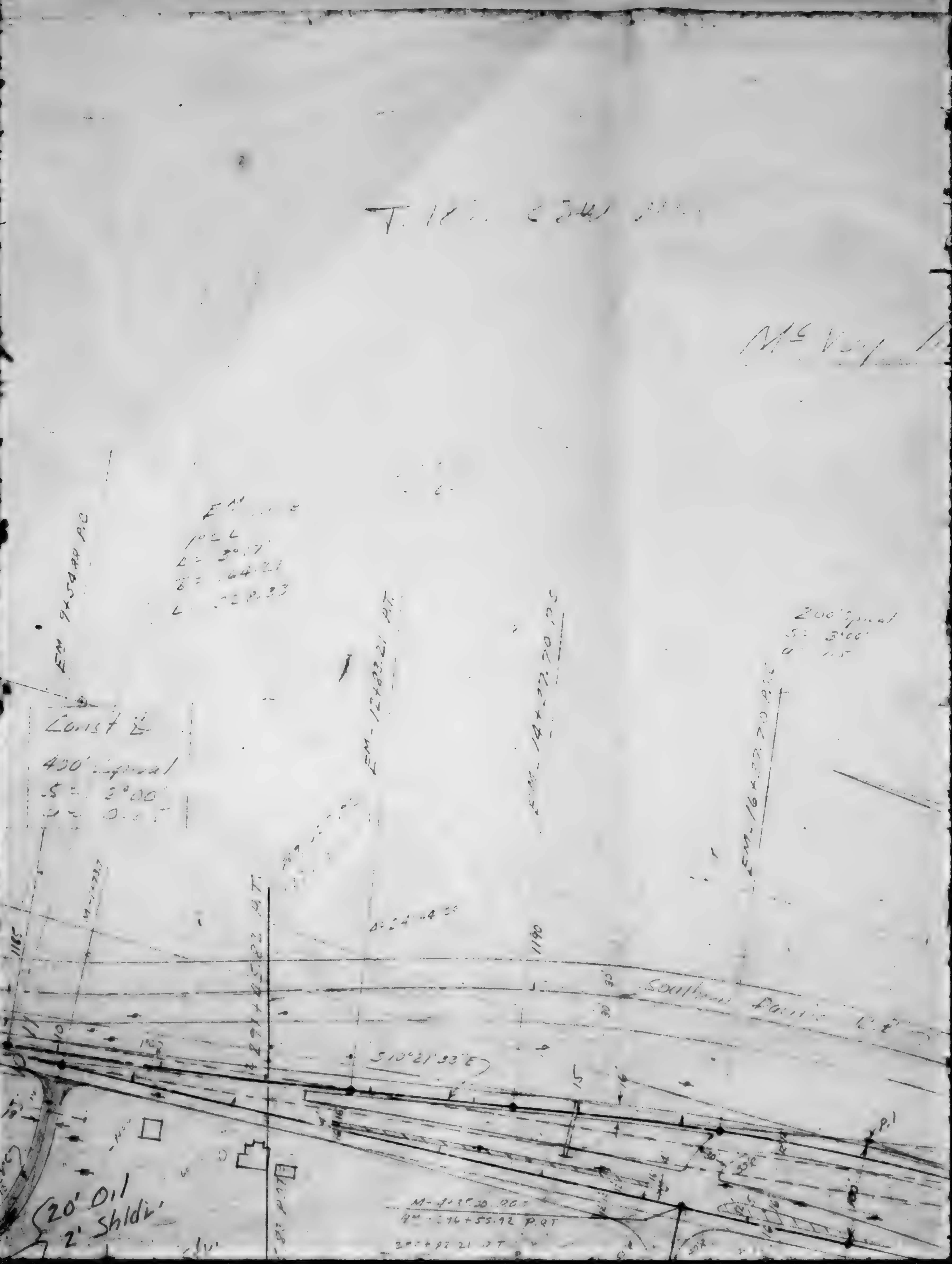
Encl.

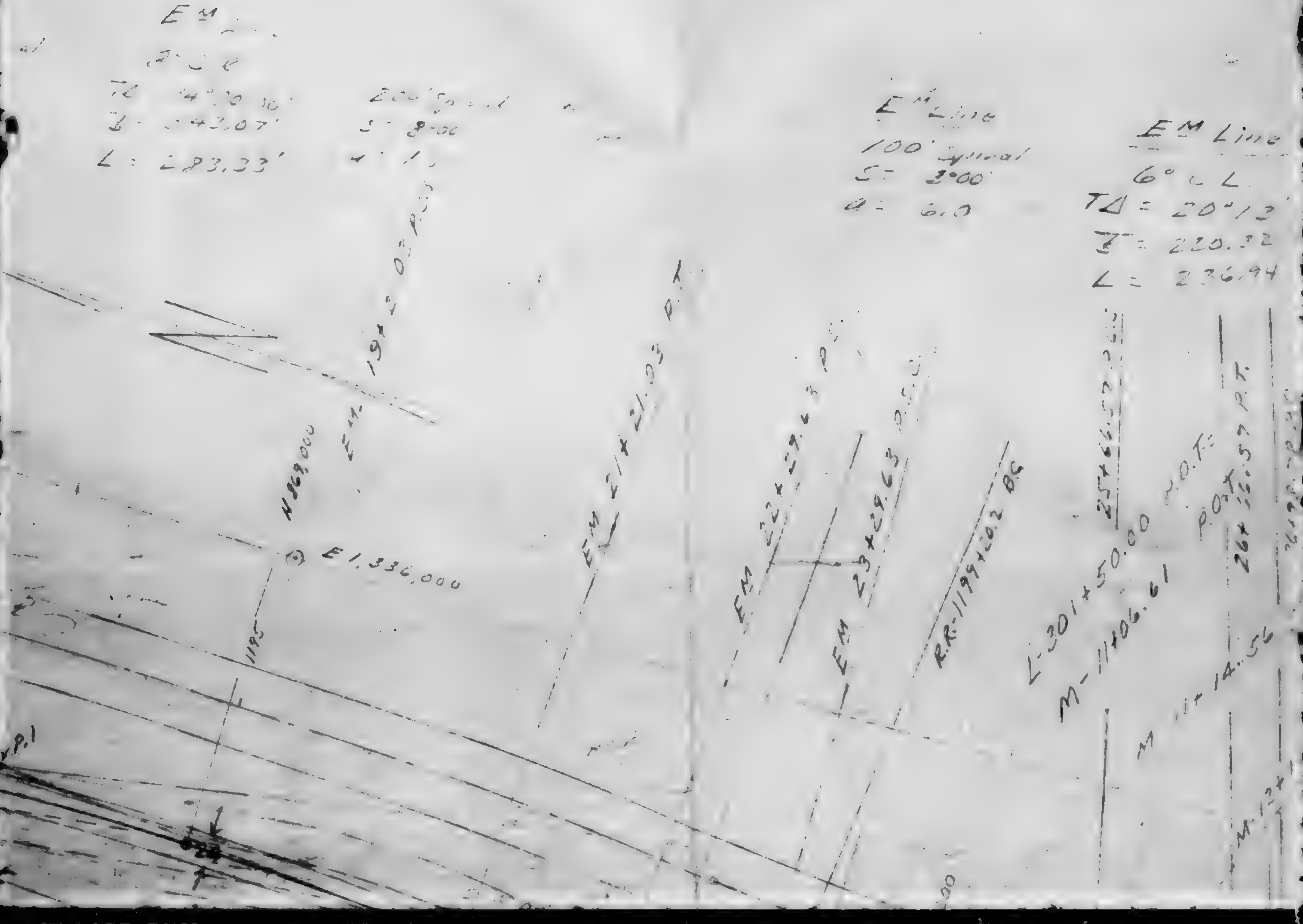
cc Mr. W. C. Williams
Mr. Tom Edwards

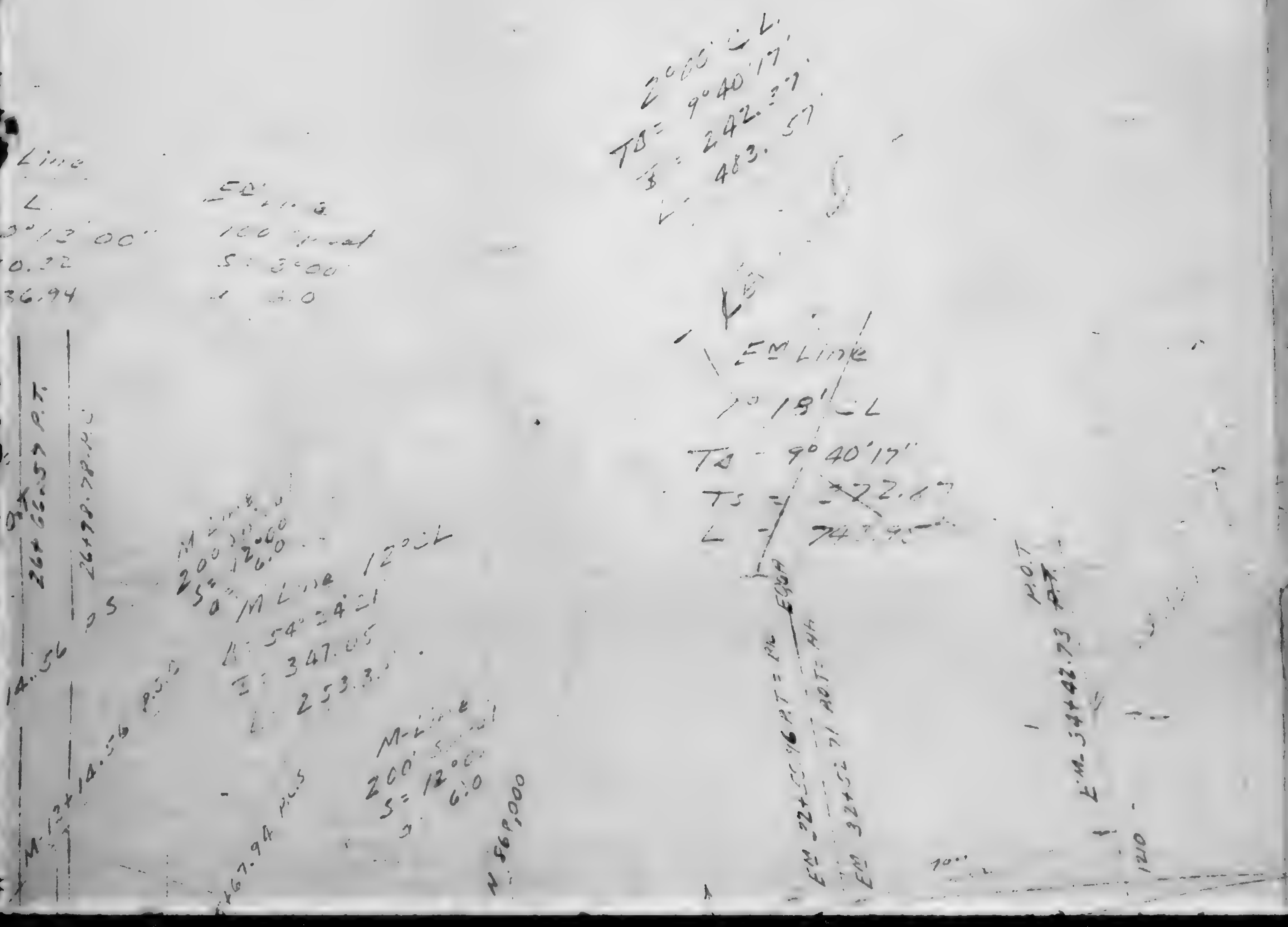
DJB:law fn

1175
Old Pacific
℄¹ B/C
℄² Ph
℄ 273+49.96 R/W
℄ 277+12.49 P.S
R/W 277+49.96 P.
Const ℄ Curve
400' Swing'
Δ 2°00'
T 19.25
WENOR
S 87°36'E
275'
180'

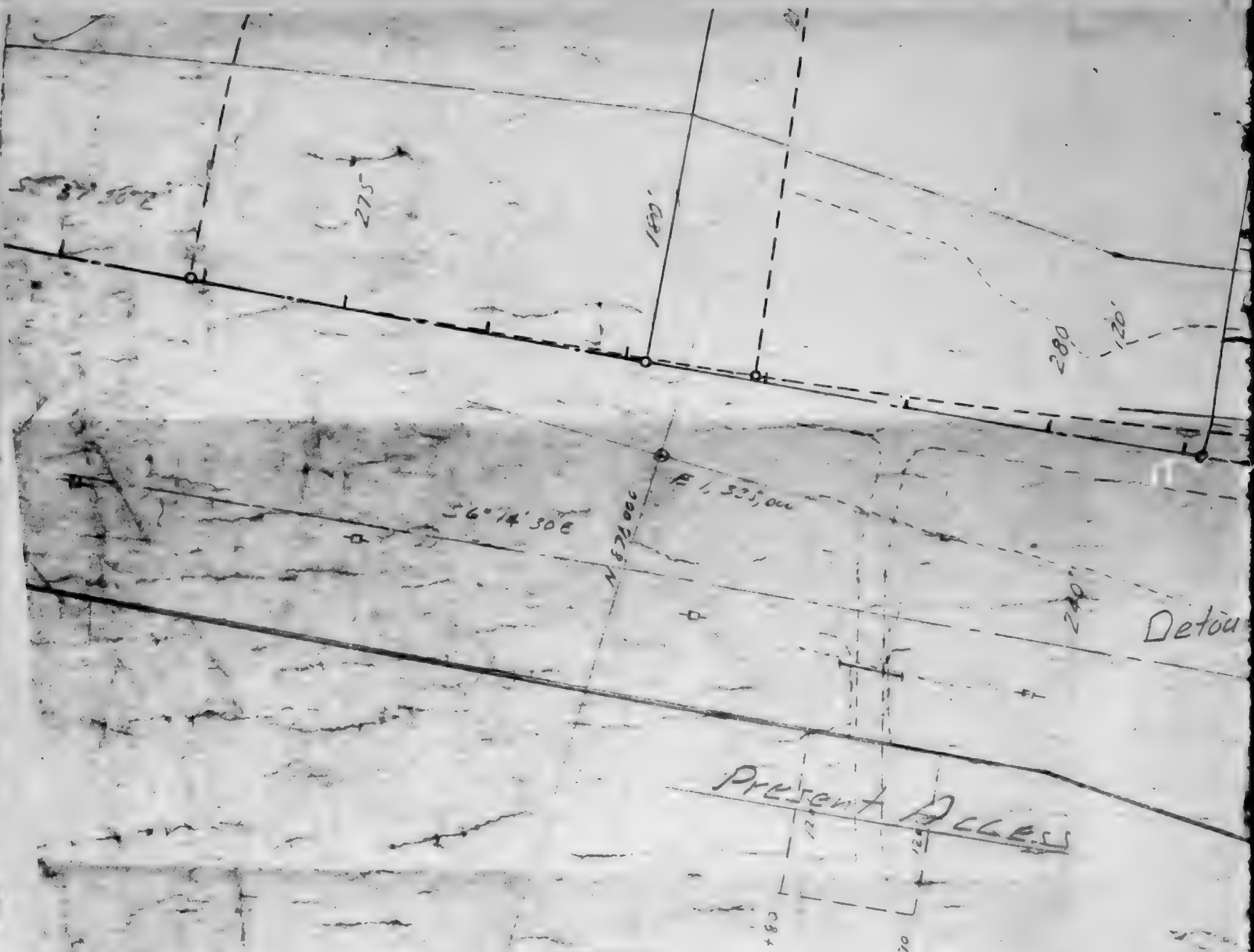

R/W ℄
1°C L
TΔ = 9°57'30"
T = 699.27
Const ℄
1°C L
TΔ = 10°20'
T = 718.17
Pacific Hwy
S 7°04'33" E
L² 2811+12.49 P.S.C
R/W 2831+45.49 P.C.S
P.C.S
P.T.
R/W
EM

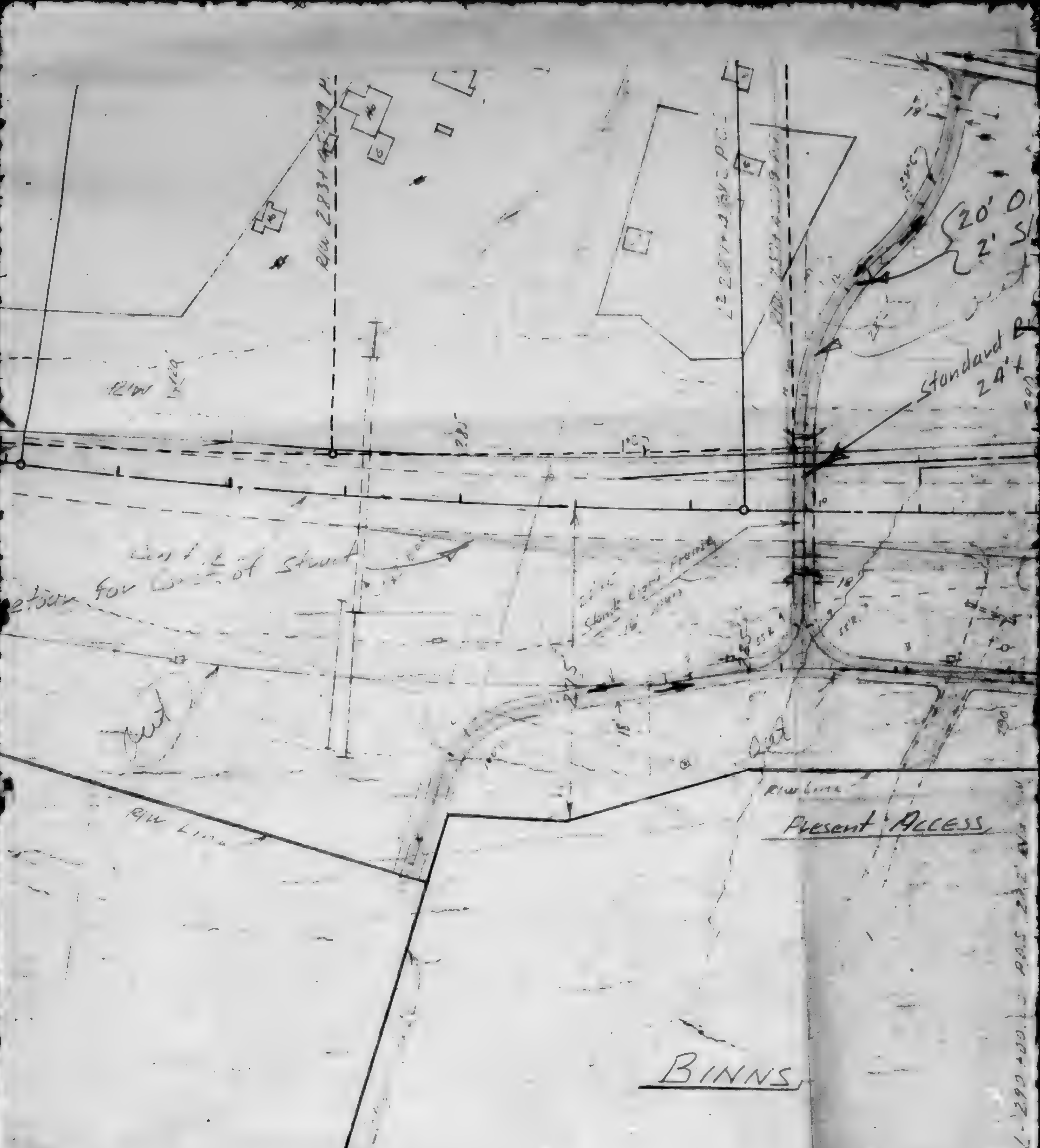

T. 11 ... C 34 ...
M.c V...
EM 9+54.99 P.C
EM
Δ = 3°17
T = 164.21
L = 328.33
Const ℄
400' Spiral
S = 3°00'
EM-12+83.21 P.T.
EM-14+77.70 P.S
200' Spiral
S = 3°00'
EM-16+77.70 P.S.C
Δ = 64°14'33"
1185
1190
10
15
16
P.I
897+45.02 P.T.
S 10°21'33" E
Southern Pacific R.R.
30
M-4+35.20 P.O.T
9M-196+55.92 P.O.T
205+92.21 P.T
20' Oil
2' Shldr'

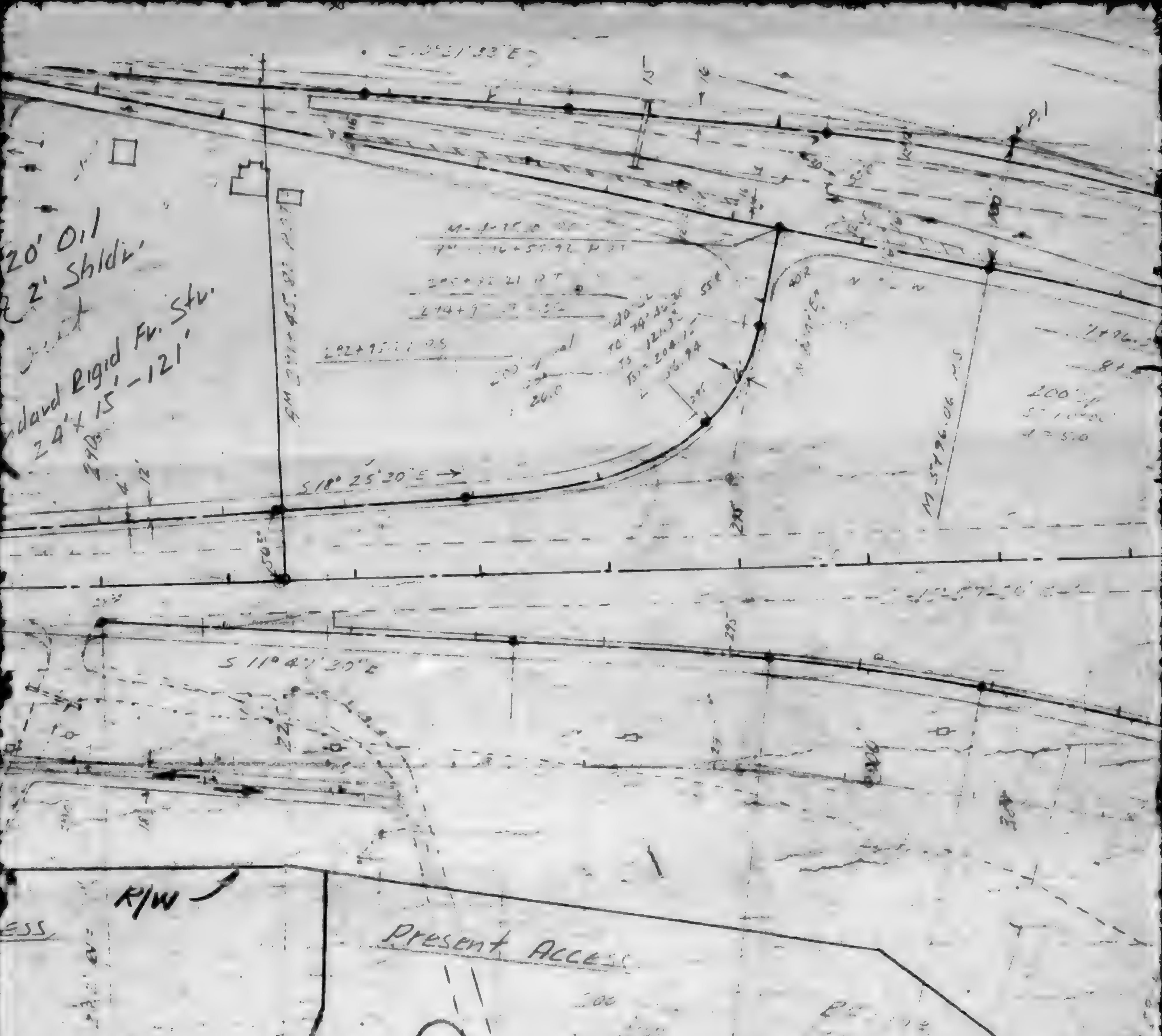

E M Line
T∆ = 20°13'
T = 220.32
L = 236.94
E M Line
100' Spiral
S = 3°00'
a = 6.0
L = 283.33'
EM 19+2 03 P.
EM 21+21.03 P.T.
EM 22+29.63 P.
EM 23+29.63
R.R.-1199+20.2 BC
L-301+50.00
M-11+06.61
M-11+14.56
26+
P.O.T.
M-12+
N869,000
E1,336,000
1195
P.I

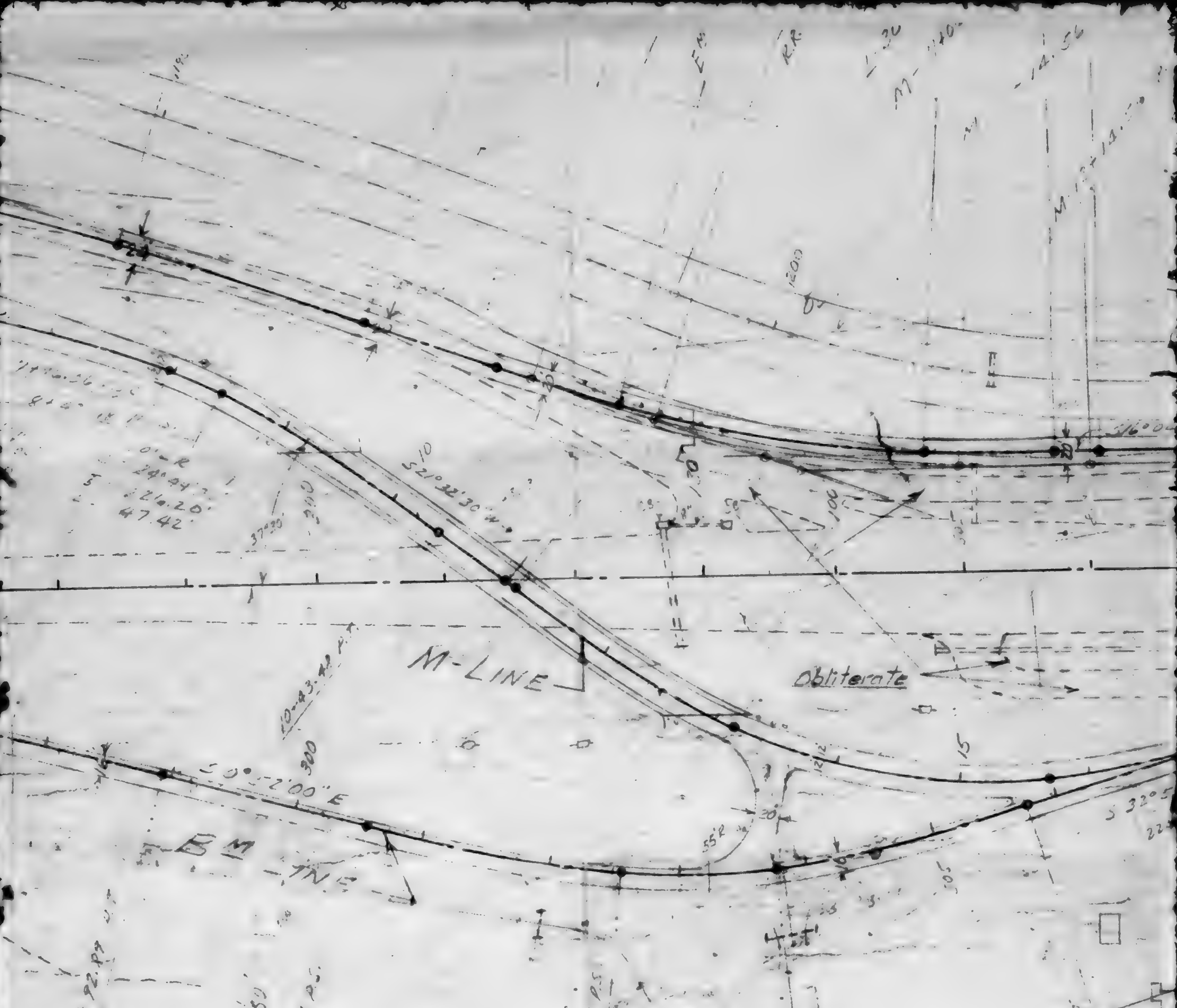

2000' CL
TΔ = 9°40'17"
T = 242.37
L = 483.57
Line
L
°12'00"
0.32
36.94
50' Line
100' Spiral
S = 3°00
6.0
EM Line
7°18' CL
TΔ - 9°40'17"
TS - 372.67
L - 743.45
26+66.57 P.T.
26+78.78 P.C.
P.S.
14.56
M-12+14.56 P.S.
M Line
200' Spiral
S = 12°00
6.0
M Line 12° CL
Δ = 54°24'21
T = 347.05
L = 253.3
M-Line
200' Spiral
S = 12°00
6.0
+67.94 P.C.S
N 560,000
EM 32+52.96 P.T. = P.C.
EM 32+52.71 P.O.T. = P.C.
EQUA
P.O.T
EM 34+42.73 P.T.
1200
1210

00' - L
9° 40' 17"
242.37
483.57
E
E^m Line
7° 18' - L
TΔ - 9° 40' 17"
Ts - 372.17
L - 743.90
E^m 32+55.46 P.T. = Bk. Equa.
E^m 32+52.71 Ahd. = Ah
E^m 37+42.73 P.T.
P.O.T.
100
120

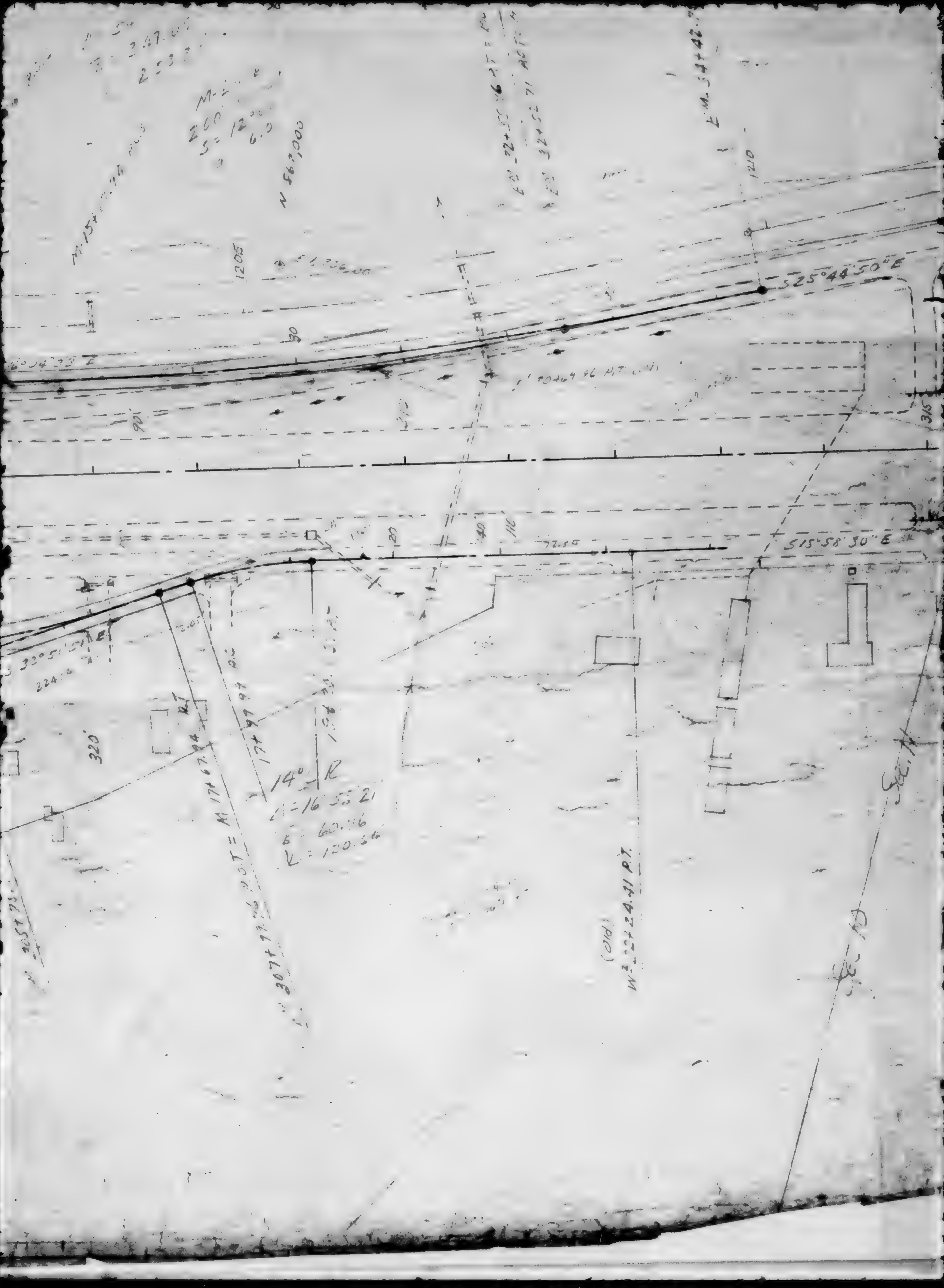

275'
180'
280'
120'
E 1,335,000
S 6°14' 30 E
N 873,000
240'
Detou
Present Access
12'
12'
+80
+10
JUDKINS

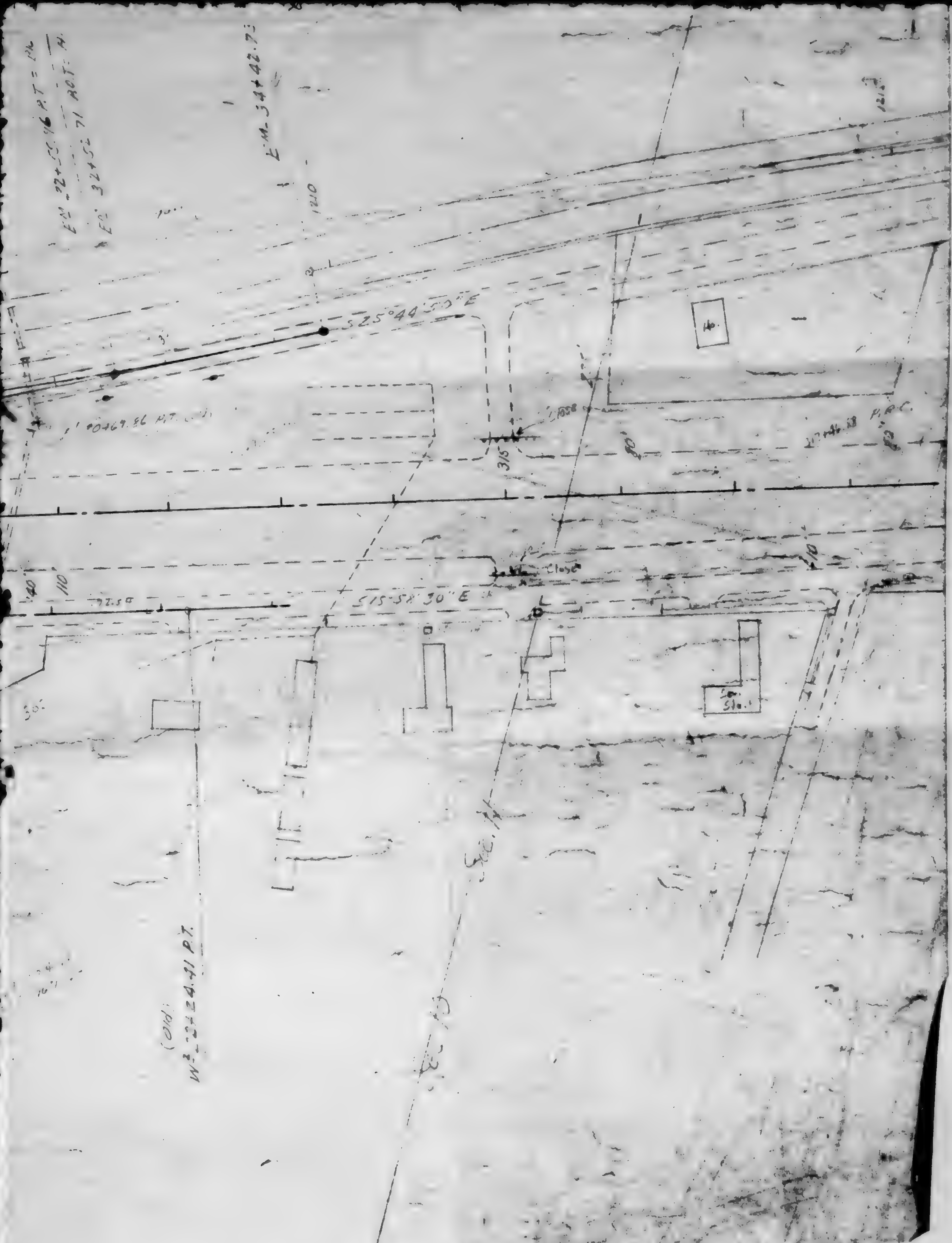

R/W 283+45.89 P
R/W
18'
20' O
2' S
Standard B
24'±
Detour for [illegible] of Struct
Ext
Ext
R/W Line
R/W Line
Present Access
BINNS
A.H.
290+00.00 POS 273 L


20' Oil
2' Shldr.
Standard Rigid Fr. Str.
24'x15'-121'
S 18° 25' 30" E
S 11° 47' 30" E
R/W
Present Access
Prose Access
McDONALD



Mc Vay Interchange


2.47.05
2537
M 15+79.96
200
S = 12
6.0
N 56°,000
1205
E.M. 32+55.16 A.T.
E.M. 32+52.71 A.T.
E.M. 34+42.7
120
S25°44'50"E
30
90'
N 60°04'35"E
315
S15°58'30"E
116
20
40
110
S 32°51'51"E
224.6
320'
17+97.97 P.C.
M 17+67.84
307+79.76 P.O.T. = M 17+67.84
14° R
Δ = 16°53'21"
T = 60.16
L = 120.64
W. 22+24.41 P.T.
(Old)
205+79
Sec. 14



E^M 92+55.46 P.T. = P.C.
E^2 32+52.71 P.O.T. A.
E^M 34+42.73
1210
S25°44'50"E
+0469.86 P.T.
315
80'
P.R.C.
Close
110
10
72.50
S15°58'30"E
Sta.
36'
(Old)
W^2 34+24.41 P.T.

RECEIVED
AUG 13 1959
FOR FILING

Commissioners
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-5-31(4)

394

August 11, 1959

Southern Pacific Company
324 Union Station
Portland, Oregon

File No. 29558
Judkins Point-Goshen Section
Pacific Highway
Lane County

ATTENTION: Mr. E. A. Kendrew,
Assistant Engineer

Dear Mr. Kendrew:

On June 16, 1959, I wrote you regarding the discrepancy in our description and yours of the parcel lying between McVay Highway and your right of way between Eugene and Goshen. At that time 0.9 of an acre of the description originally submitted was segregated and placed under our file number 30020.

Pursuant to information received from the title company, which was mentioned in my letter of June 16, which indicated that the entire area was in railroad ownership, the description for the land required together with the 400 square feet for a catch basin were reassembled as Parcels 1 and 2 of a single description under our file number 29558. The areas of these parcels were designated as 2.1 acres, more or less and 400 square feet for tracts 1 and 2, respectively.

As you are probably aware, all right of way purchases are now being held in abeyance pending further action on the part of Congress to provide the necessary funds, and this letter is merely to bring you to date on the work that our office has done in preparation of this description for use at such time as right of way acquisition can be resumed.

Two copies of the reassembled description will be found enclosed which should, of course, supersede those which have previously been subjects of our correspondence in the matter. It will be greatly appreciated if you will proceed with your appraisal of these parcels so that we can compare them with our own at such time as we can resume negotiation.

Very truly yours,

E. J. BENNER
Right of Way Supervisor

EJB:ds
Enclosure

UTED

RECEIVED
AUG 12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

2

RECEIVED
AUG 10 1959

FOR FILING
I-5 3(9)190

5945

August 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Judkins Point-Goshen Section
Pacific Highway, Lane County

Dear Sir:

Herewith a revised plan as submitted by Bonneville Power Administration for its 115 KV power line relocation near McVay Point.

The original plans were submitted to you on July 14, 1959, and approved by you on July 17, 1959.

Your approval of this revised plan is solicited.

Very truly yours,

W. C. Williams
State Highway Engineer

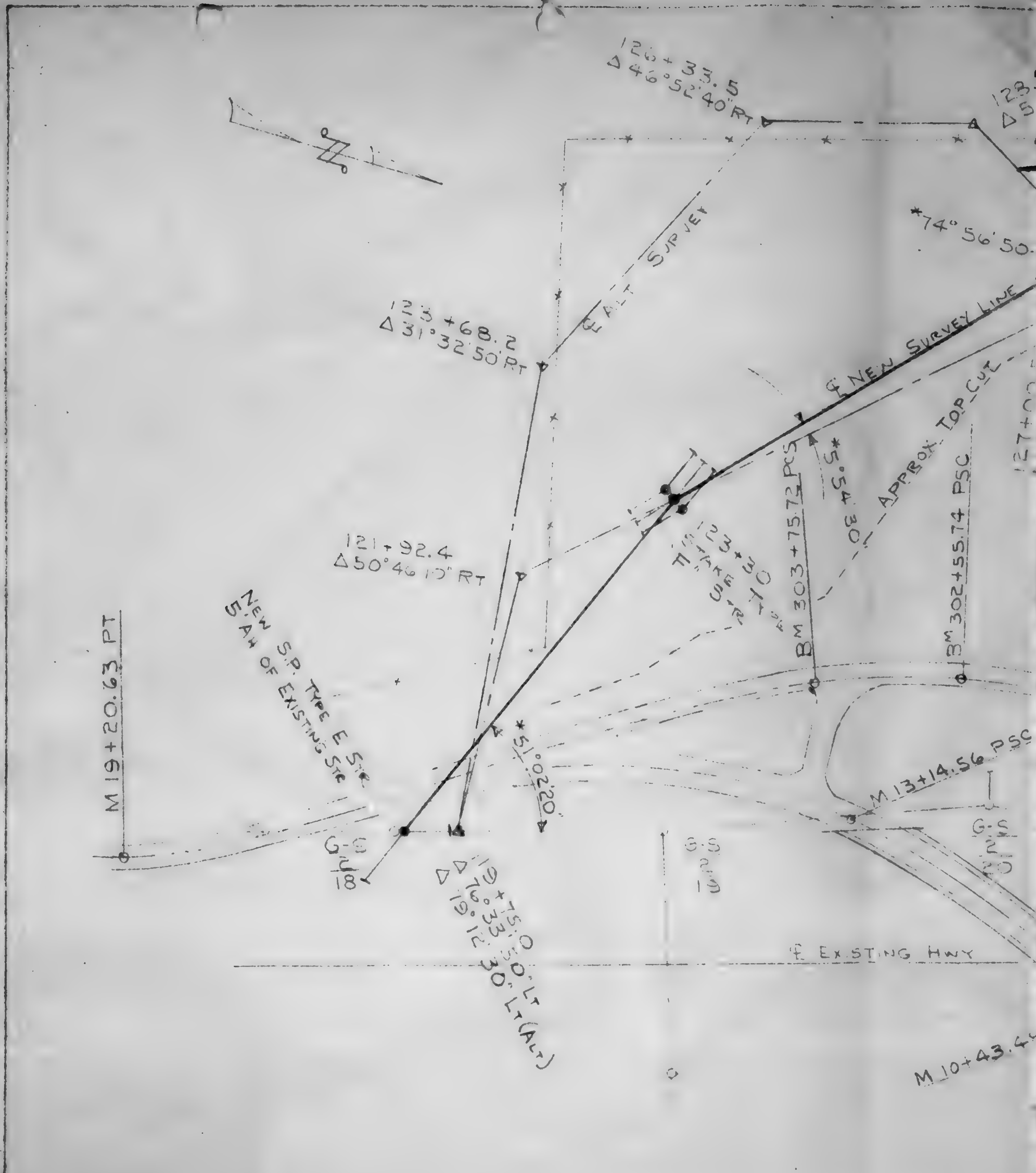
By

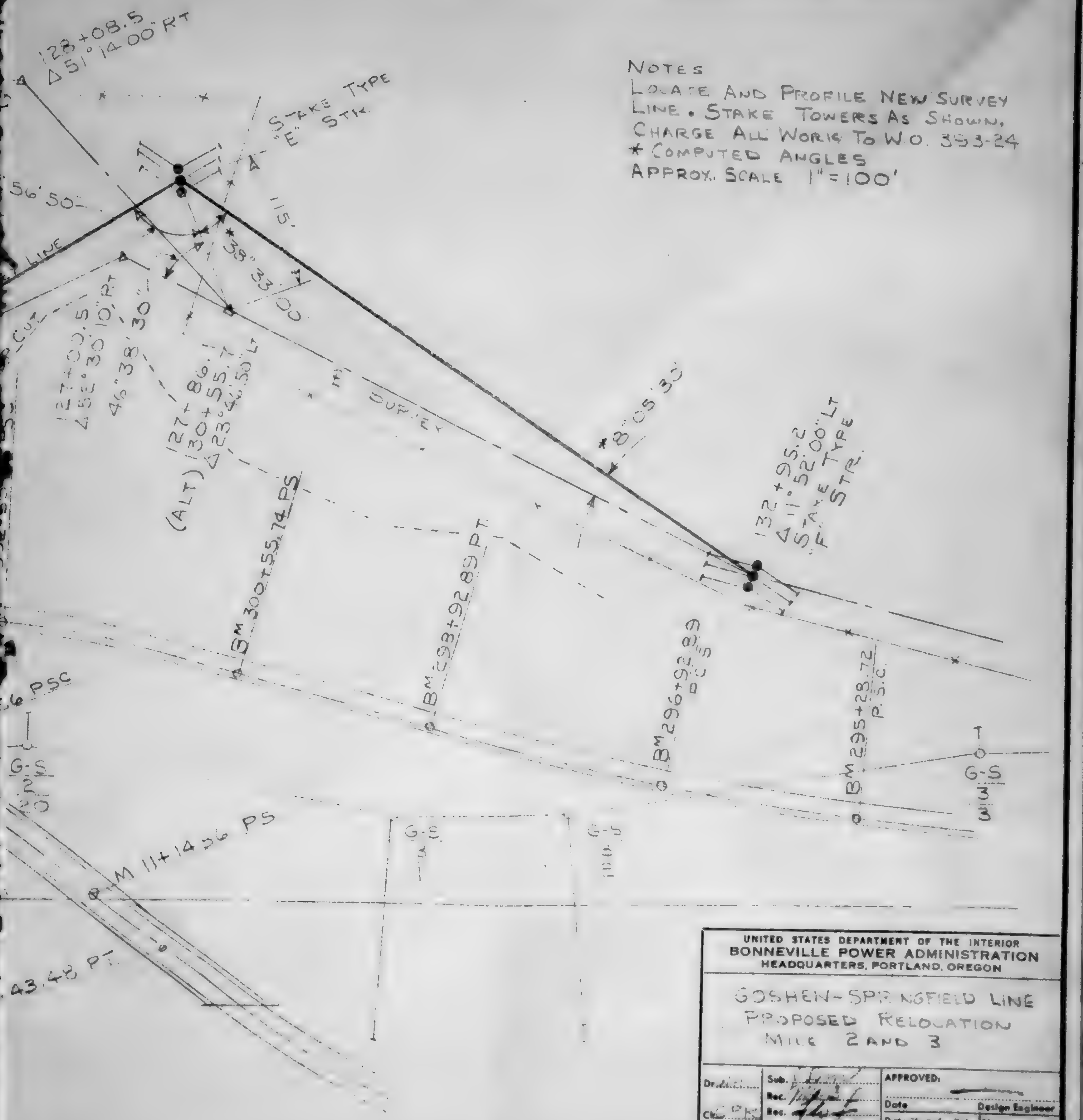
Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

CHB:fp fn


126+33.5
Δ46°52'40" RT
123
Δ5
*74°56'50
℄ ALT SURVEY
123+68.2
Δ31°32'50" RT
℄ NEW SURVEY LINE
APPROX TOP CUT
127+0
*5°54'30"
BM 303+75.72 PCS
BM 302+55.74 PSC
TS 123+30
TAKE TOP
3:R
121+92.4
Δ50°46'10" RT
NEW S.P. TYPE E STR
5 AH OF EXISTING STR
M 19+20.63 PT
*51°02'20"
G-S
18
Δ 19+75.0
Δ 76°33'30" LT
19°12'30" LT (ALT)
G-S
19
G-S
20
M 13+14.56 PSC
℄ EXISTING HWY
M 10+43.4



NOTES
LOCATE AND PROFILE NEW SURVEY LINE. STAKE TOWERS AS SHOWN.
CHARGE ALL WORK TO W.O. 353-24
* COMPUTED ANGLES
APPROX. SCALE 1" = 100'

UNITED STATES DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
HEADQUARTERS, PORTLAND, OREGON

GOSHEN-SPRINGFIELD LINE
PROPOSED RELOCATION
MILE 2 AND 3

Dr.	Sub.	APPROVED:
	Rec.	Date Design Engineer
Ck. CPK	Rec. Section Chief	Date 7-24-53 Sh 1 of 1
Ser.		Dwg. TD-837-D

RECEIVED
JUL 11 1959
FOR FILING

I-5-3(9)190

July 14, 1959

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith two prints each of the map and letter of transmittal from Bonneville Power Administration concerning the adjustment of its Alvey-Springfield transmission line. Your approval of the proposed relocation is solicited.

Between structures 2/18 and 3/5, we would like you to indicate your choice of the alternates, and, if possible, approve both alternates so that Bonneville Power Administration can use either alignment in case of right-of-way difficulties on one route.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

CHB:fp fn

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] method of access can [illegible]

RECEIVED

[illegible]

The estimated cost of the alternate location would be approximately $62,000, including applicable overheads. The other route would cost approximately $61,[illegible] including overheads. Thus, initial cost is not an influencing factor.

Your early approval of the proposed locations between Structures 2/18 to 3/5 as well as the route from Structures 1/5 to 2/14 will be appreciated so survey work can be completed.

Very truly yours,

John D. Curran

John D. Curran
Acting Chief, Branch of Land

NO	REVISION	BY	DATE	APPROVED
2	Relocation Str. 2/19 – 3/4	CPK	6-15-59	
1	Relocation Str 1/9 – 2/14	CPK	6-10-59	

UNITED STATES DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION

GOSHEN - SPRINGFIELD
115 KV TRANSMISSION LINE
RELOCATION FOR O.S.H.D.
MILES 1, 2, & 3

Designed
Drawn
Traced C.P.K.
Checked

Sub: Eng.
Rec: Unit Chief
App: Section Chief

Date 5-15-59
Sheet of
Dwg.

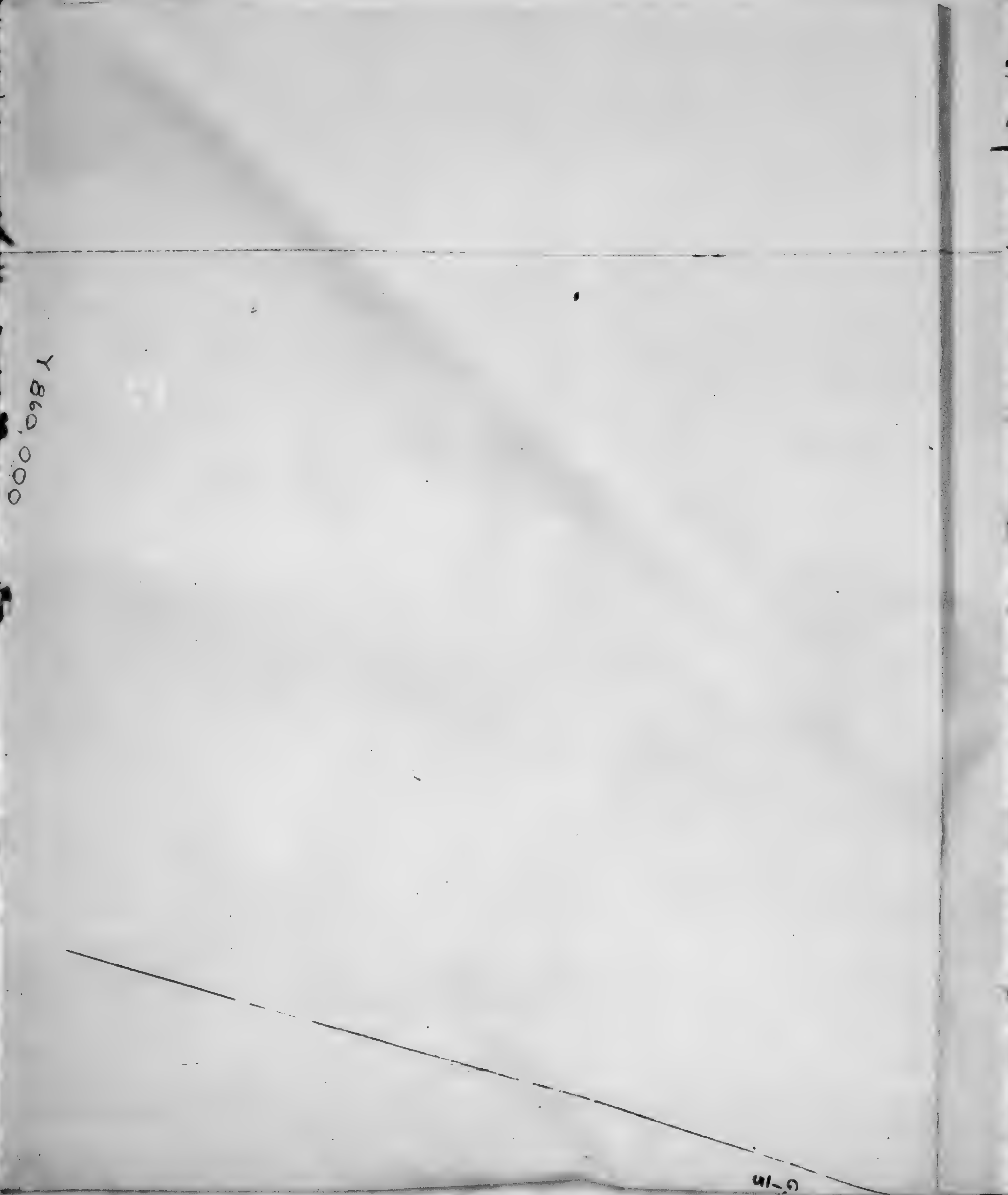
X 1,337,000

Y 859,000

G5-14

G5-13

Y 860,000

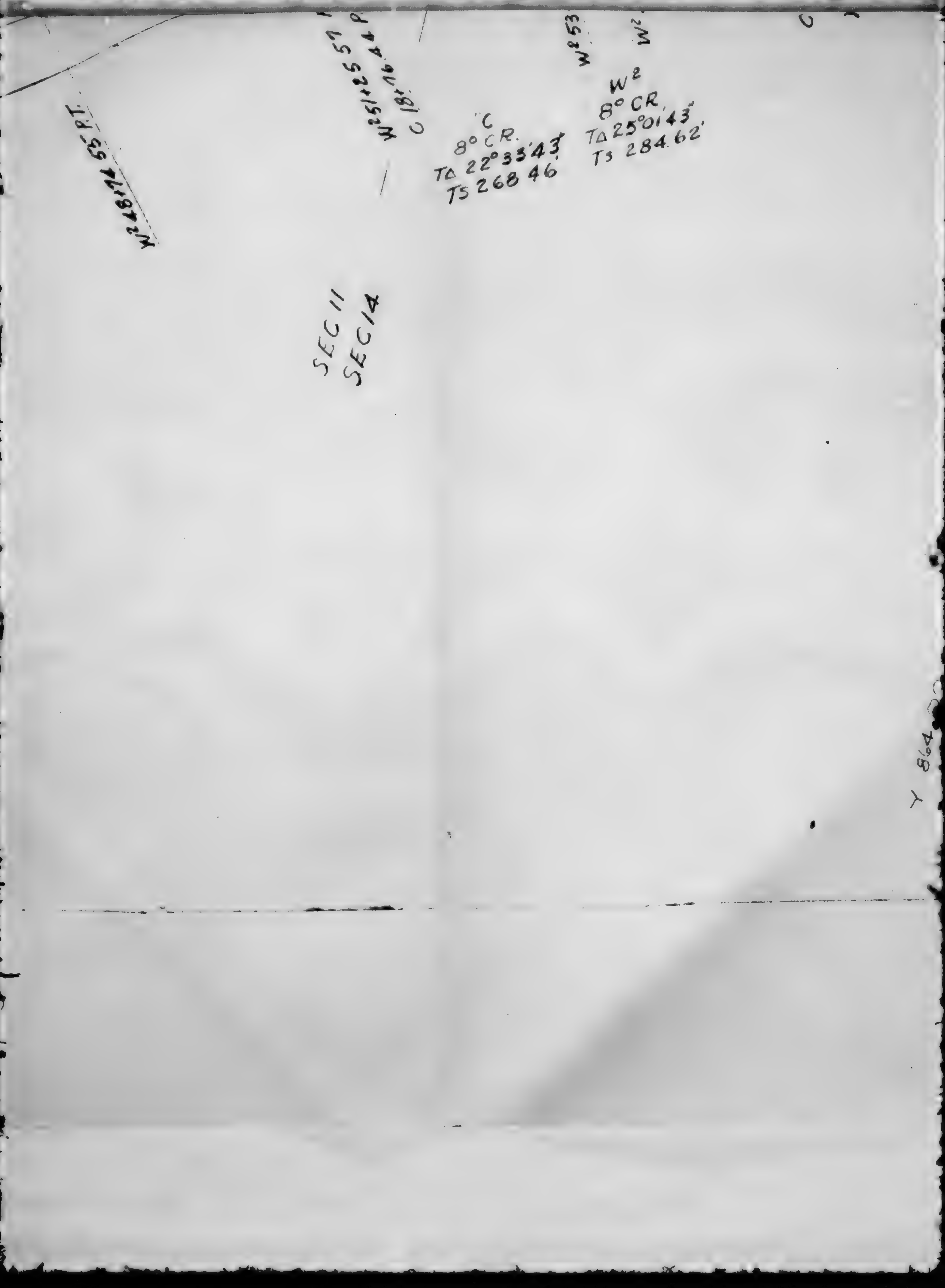

Y 860,000
G-19

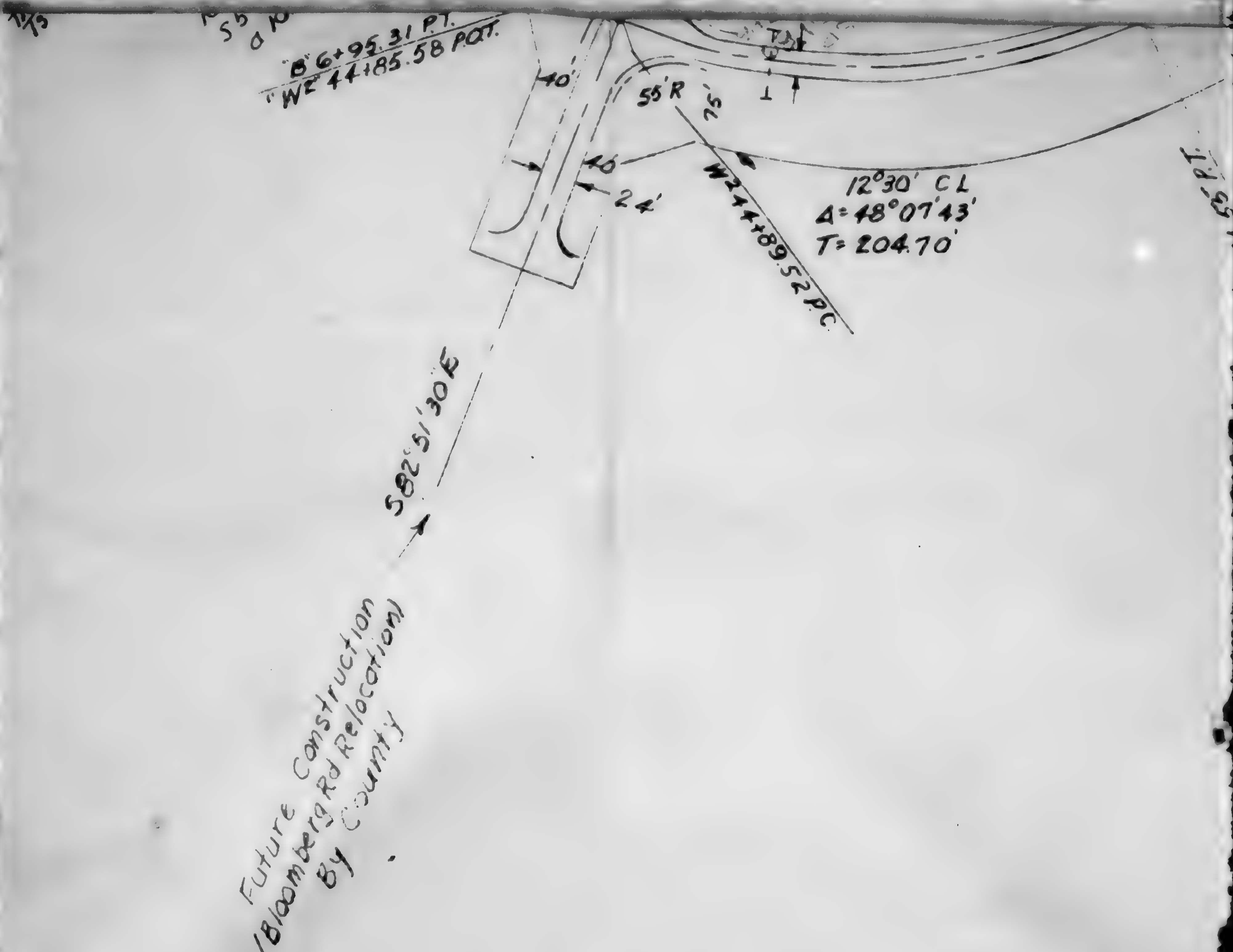
Y 862.000

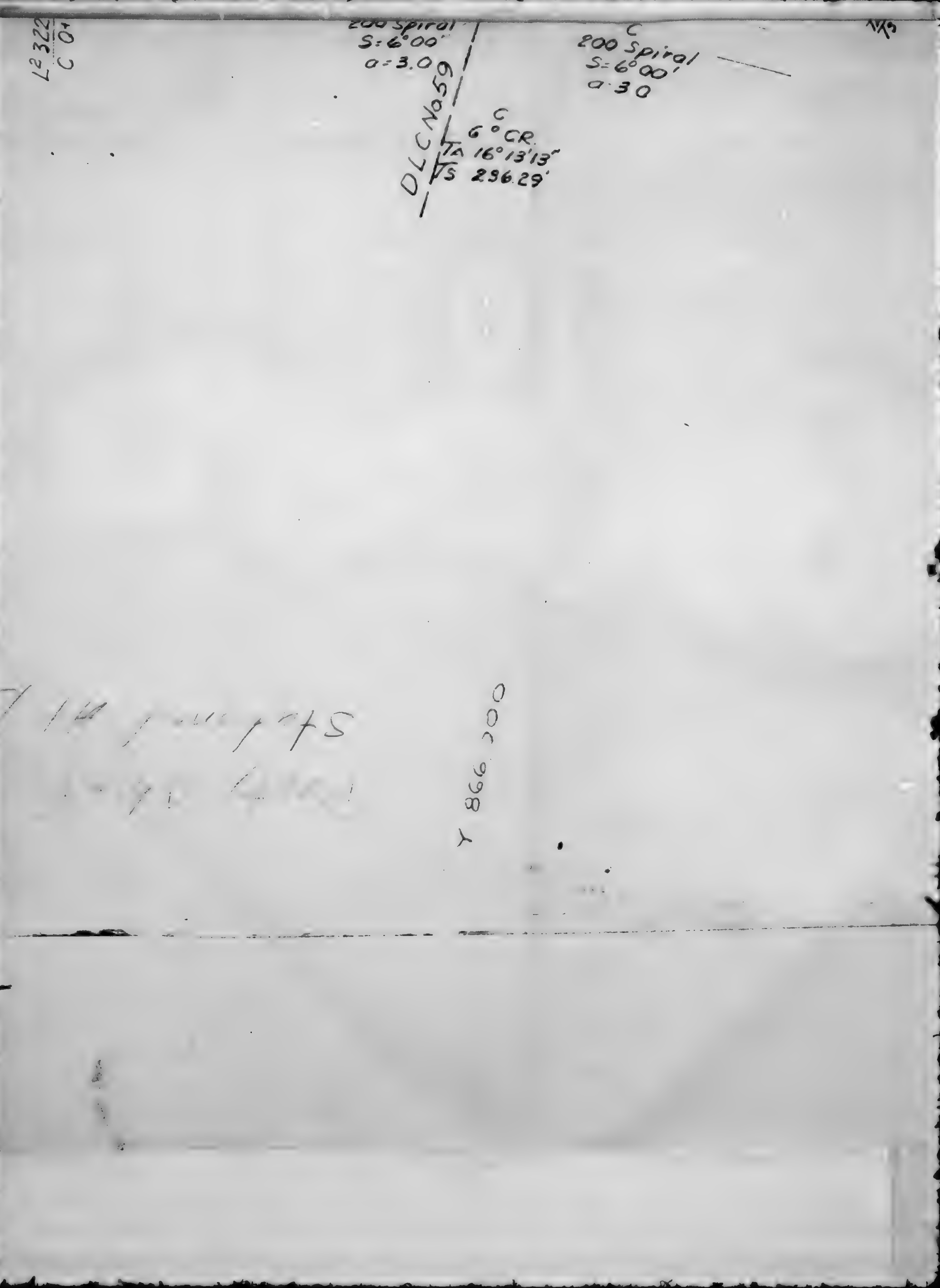
W^2 82+
L^3 370+7

x 1,336,000

Y 864,000


W² 48+74.55 P.T.
W² 51+25.57
C 18+16.44 P
C
8° CR.
TΔ 22°33'43"
TS 268.46'
W²
8° CR.
TΔ 25°01'43"
TS 284.62'
W² 53
W²
C
SEC 11
SEC 14
Y 864

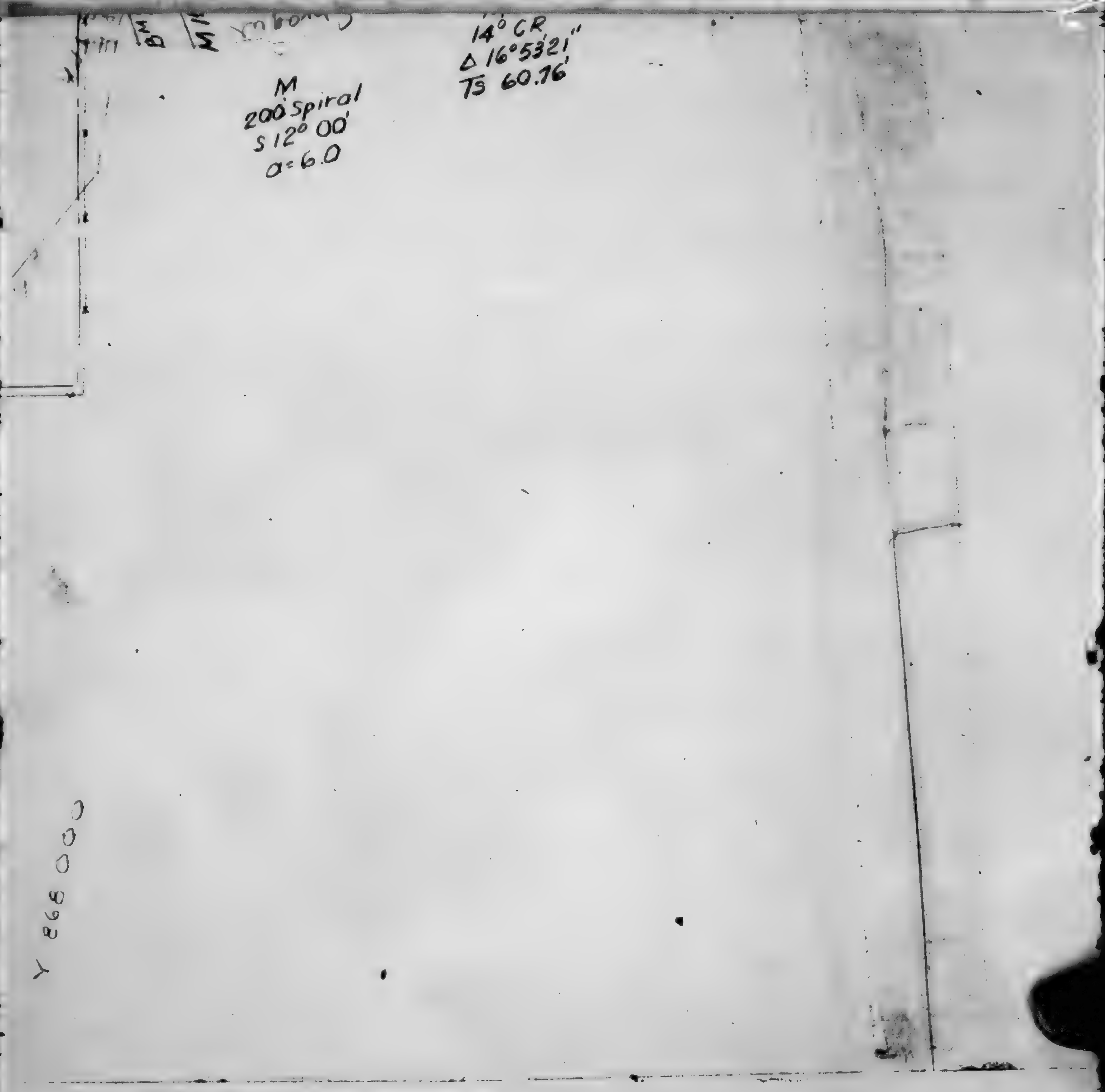

"B" 6+95.31 P.T.
"W2" 44+85.58 P.O.T.
40'
40'
24'
55'R
75'
T
W2 44+89.52 P.C.
12°30' C.L
Δ=48°07'43'
T=204.70'
S82°51'30"E
Future Construction
(Bloomberg Rd Relocation)
By County

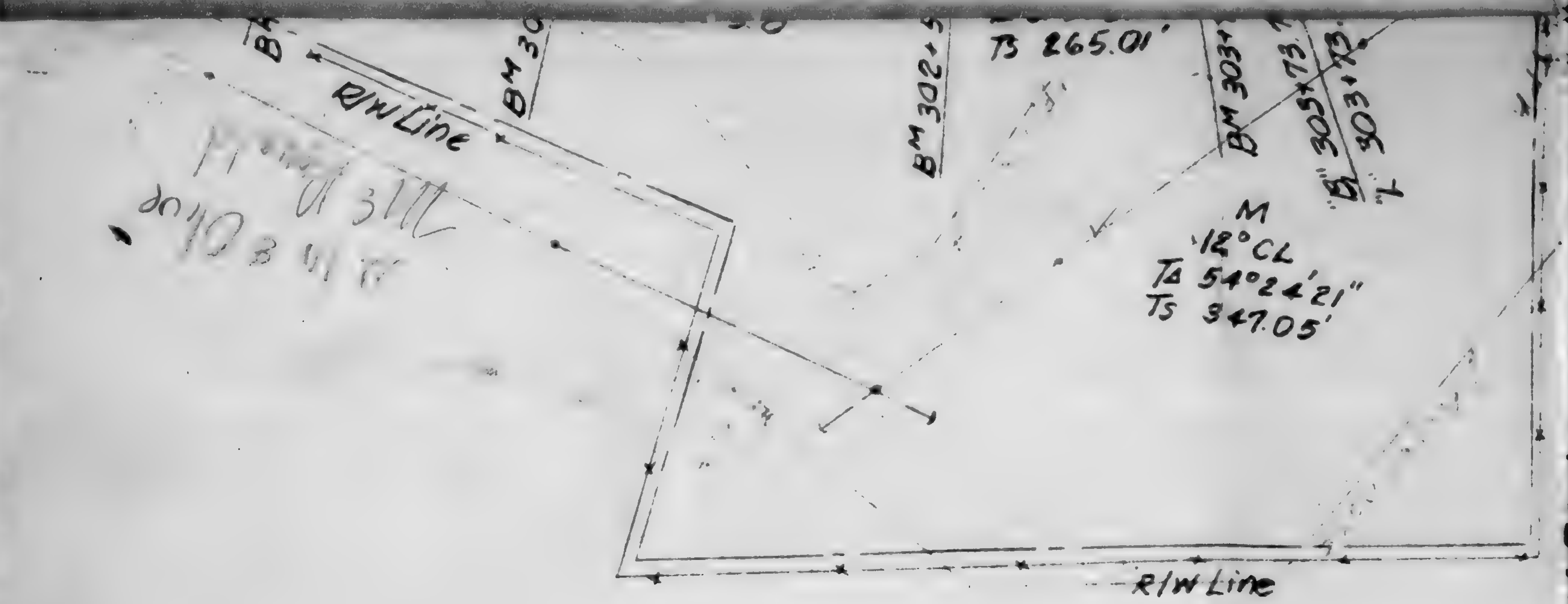

L² 322
C 0+
200 Spiral
S=6°00'
a=3.0
DLC No59
C
6°CR.
Δ 16°13'13"
S 296.29'
C
200 Spiral
S=6°00'
a 3.0
Y 866 00
Party chief
Stationed at

L 1335,000

Fir Cove

L2 322
C 01


14° CR
Δ 16°53'21"
TS 60.76'
M
200' Spiral
S 12° 00'
a=6.0
Y 868 000


BA
BM 30
R/W Line
BM 302+5
TS 265.01'
BM 303+
"B" 305+73.7
"L" 303+73.
M
12°CL
TΔ 54°24'21"
TS 347.05'
R/W Line

3°CR
IΔ 10°55'30'
Ts 282.71'

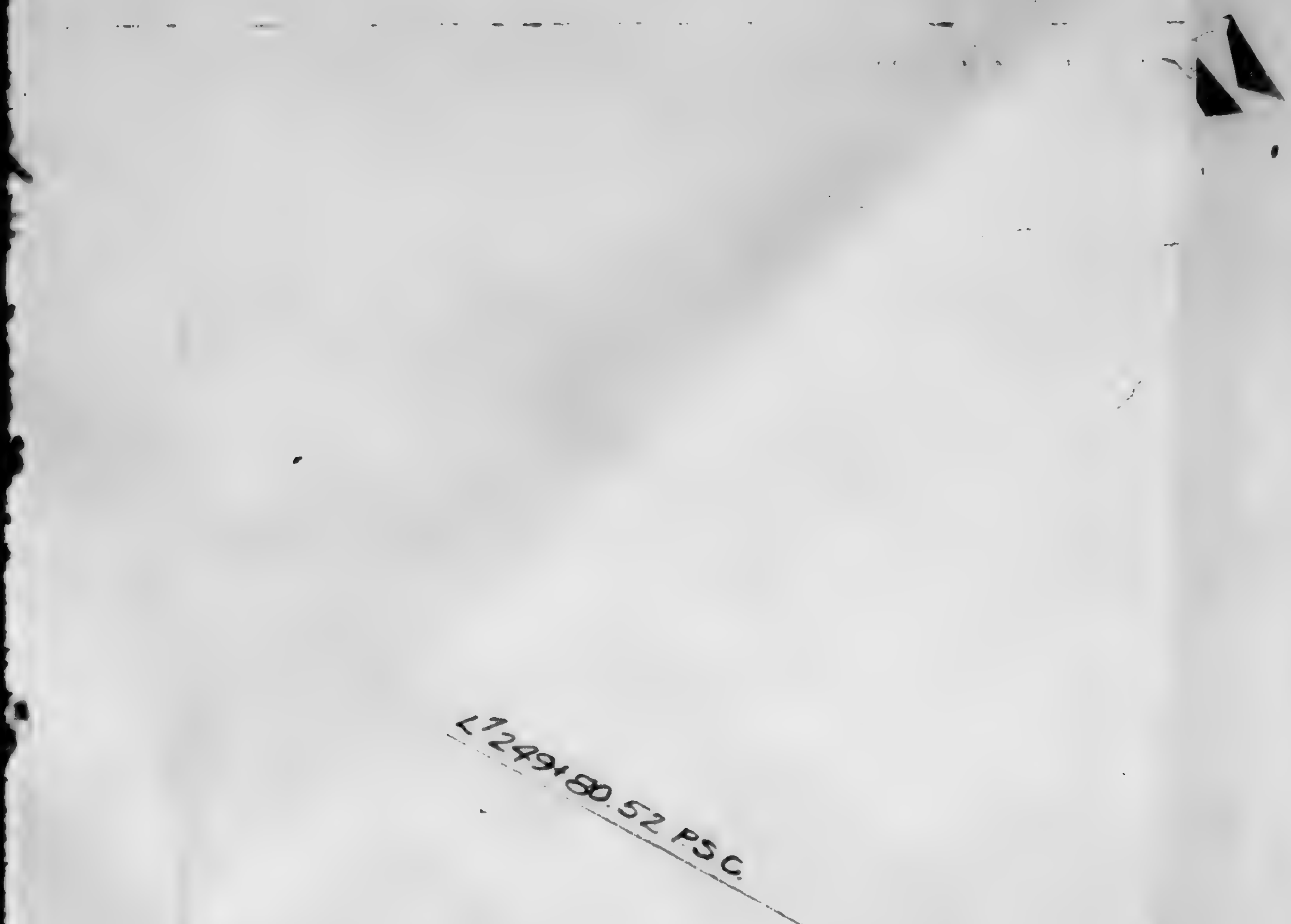
57

× 1,334,000

× [illegible],000

EQUATI

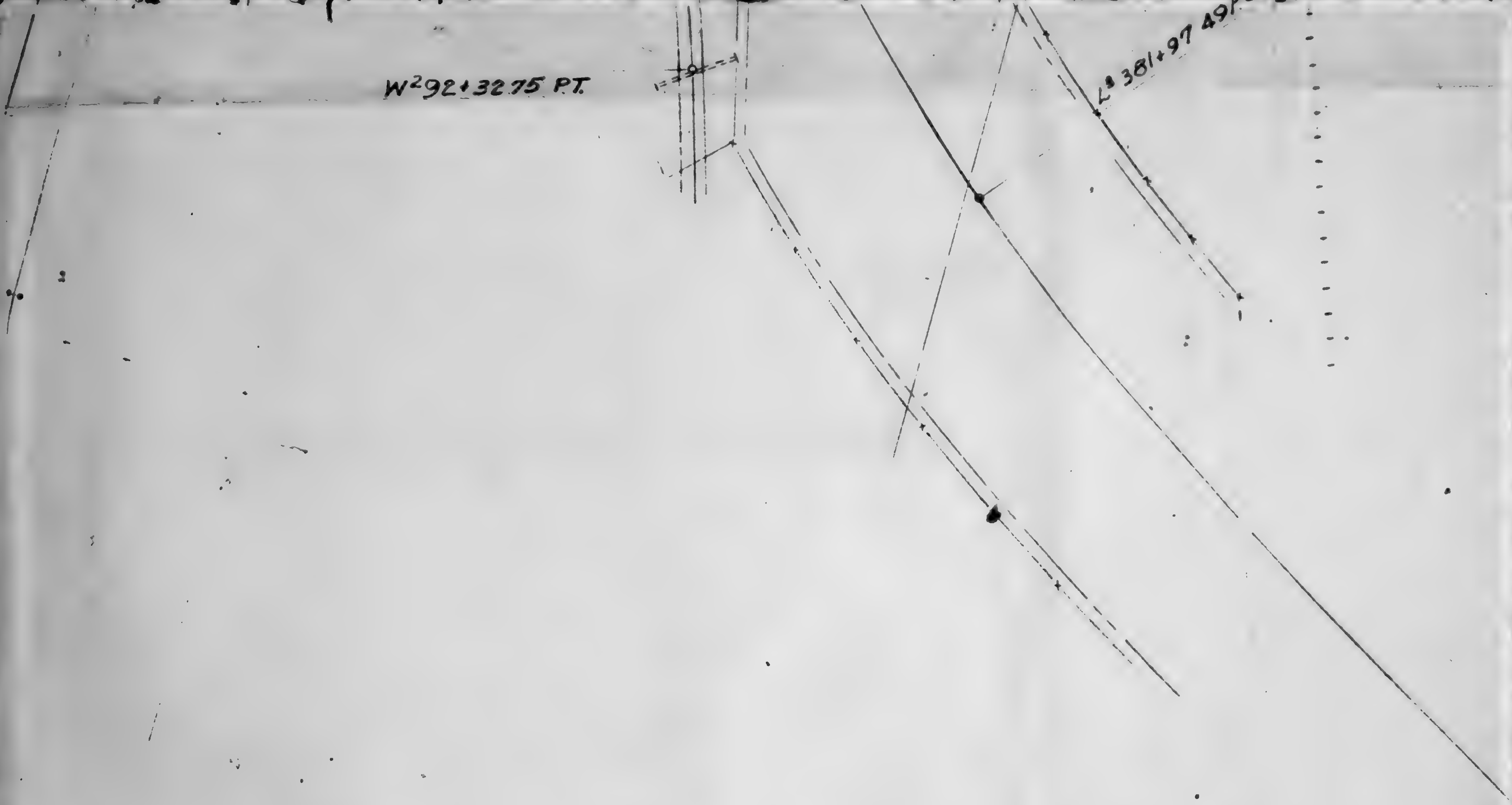
L7249+80.52
L7
4°CR.
TΔ82°51'30"
Ts 1520.30'
DLC 38
DLC 63

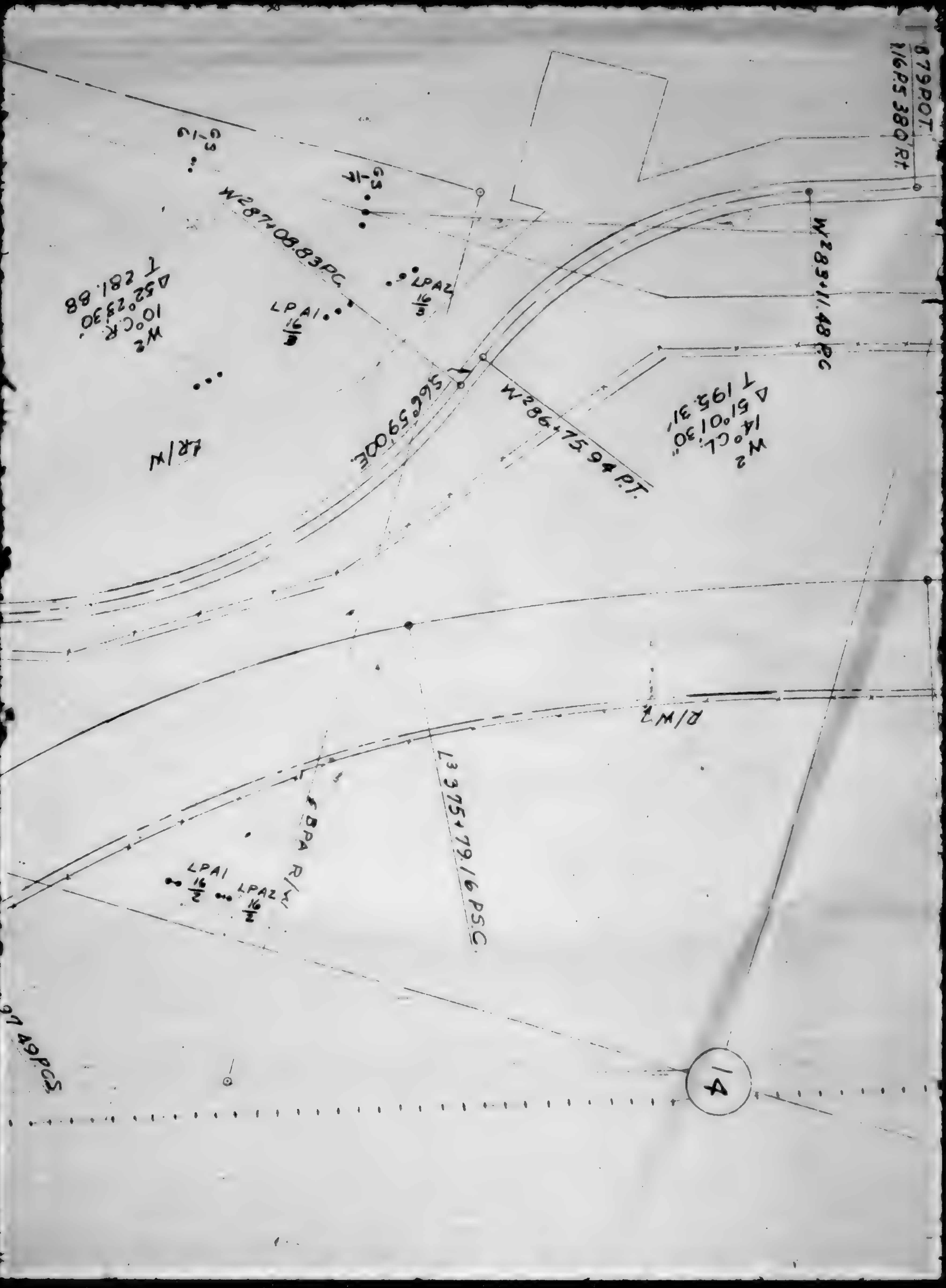

L7249+80.52 PSC.
X 1,334,000

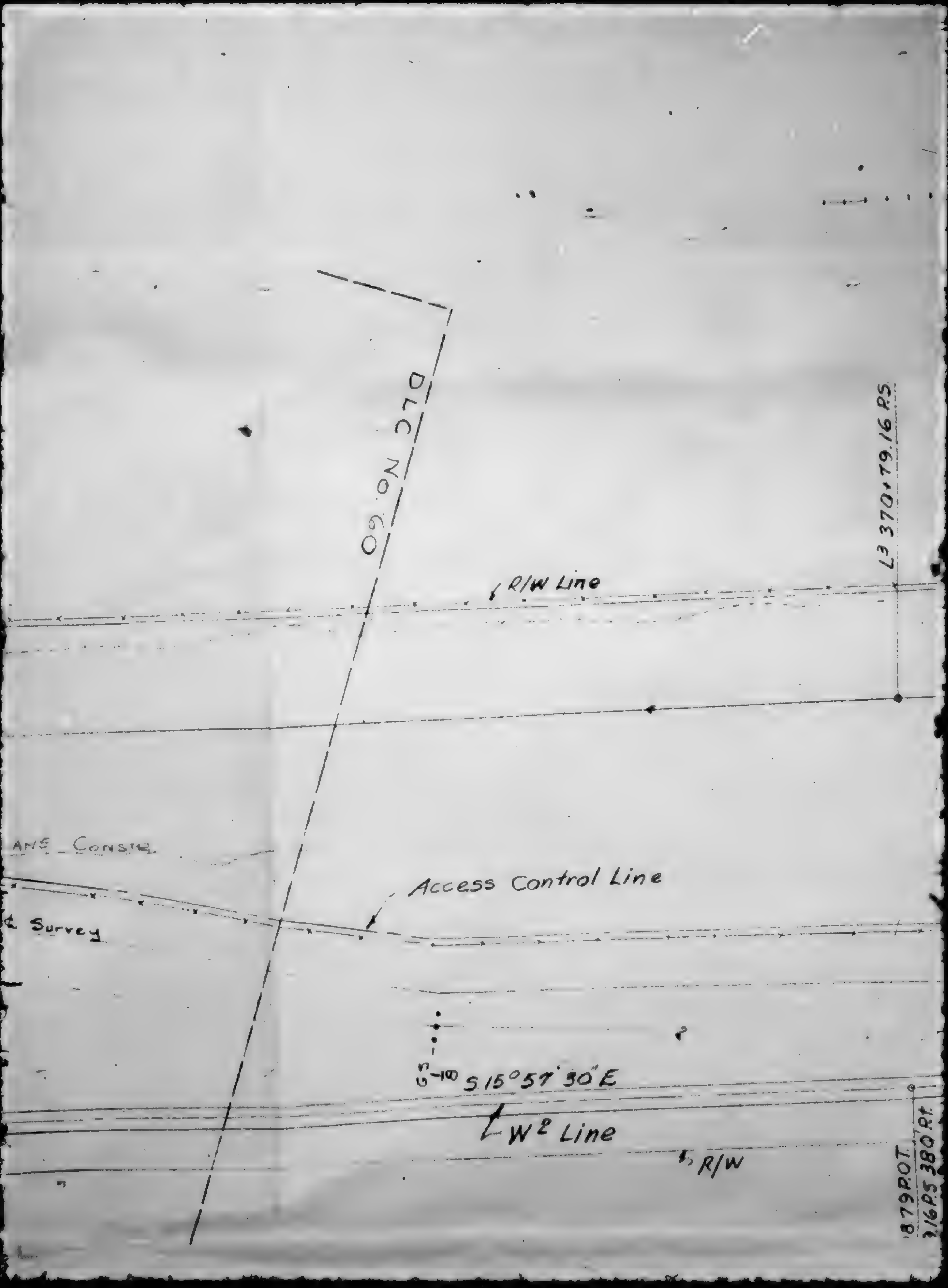
X 1,339,000

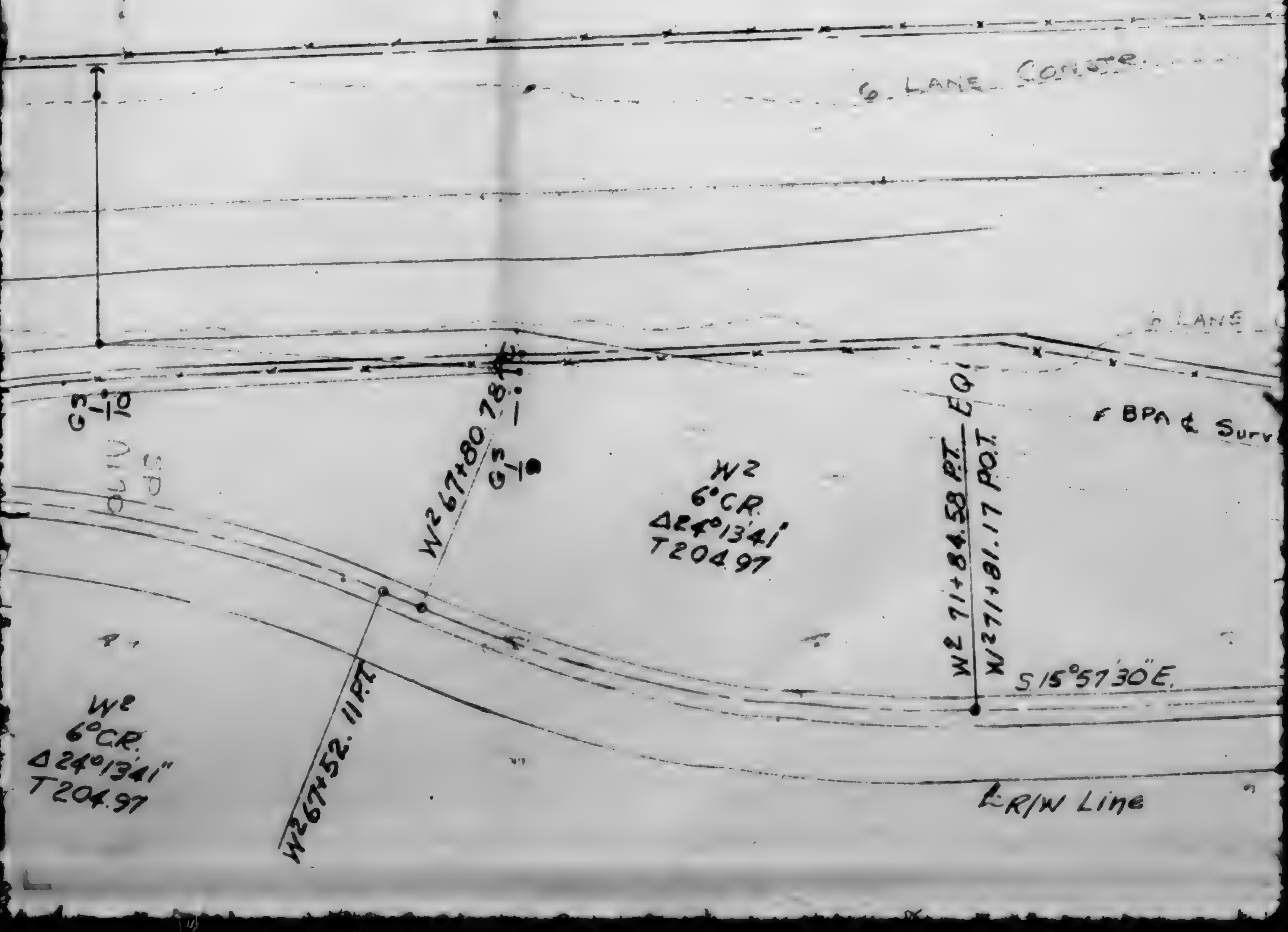
X 1,338,000

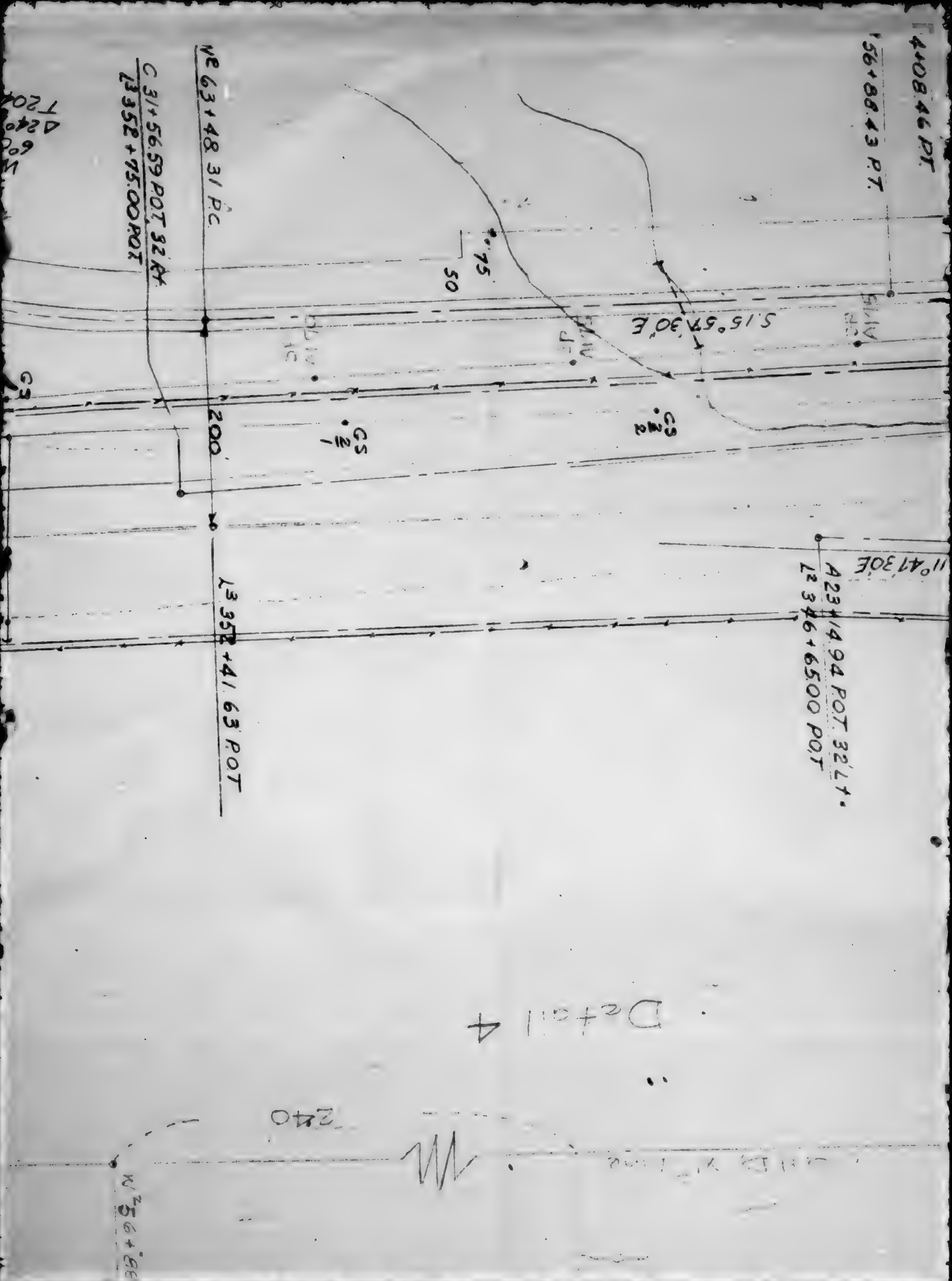
X' 1,339,000

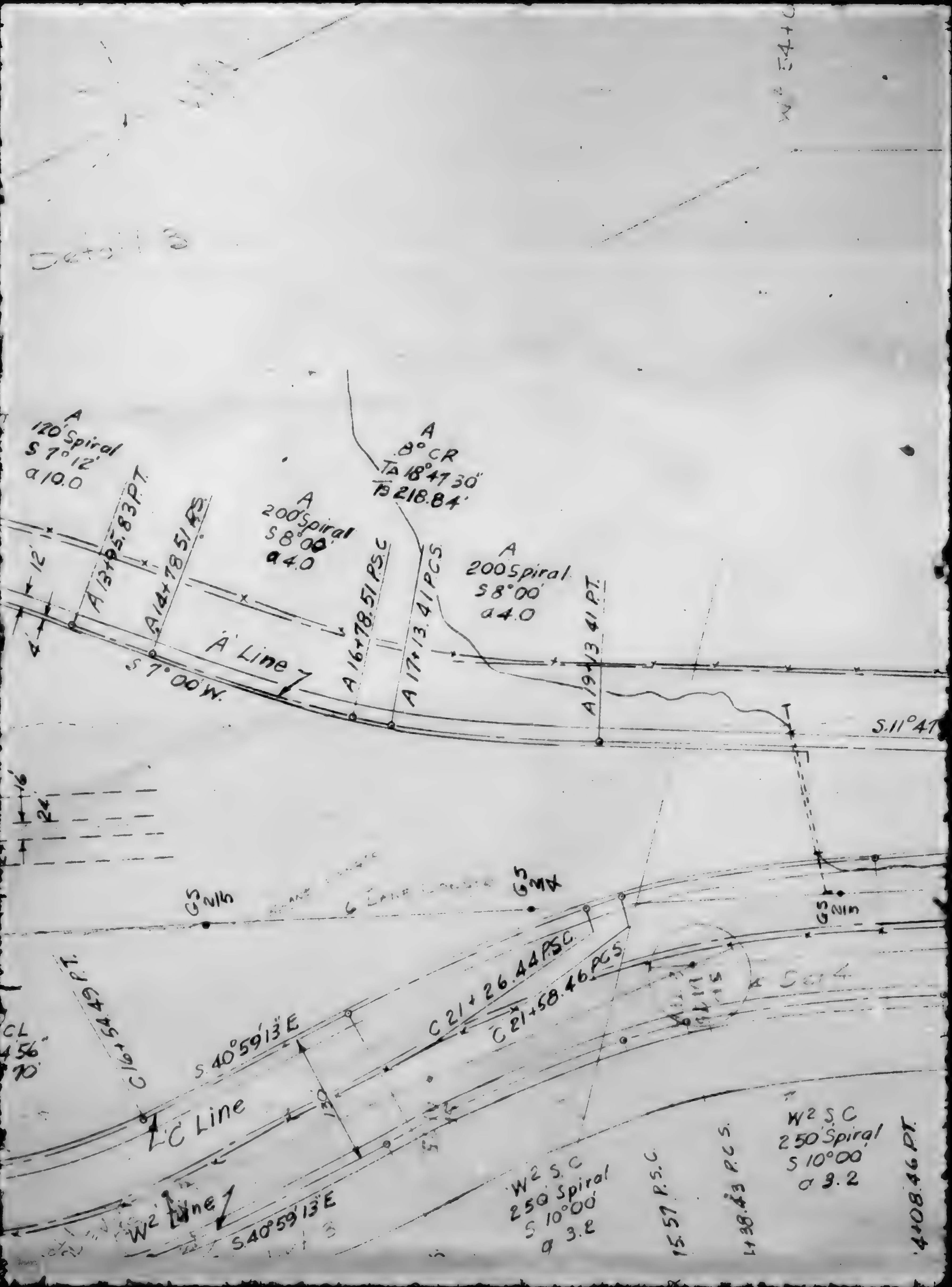

W 292+32.75 P.T.
L 381+97.49

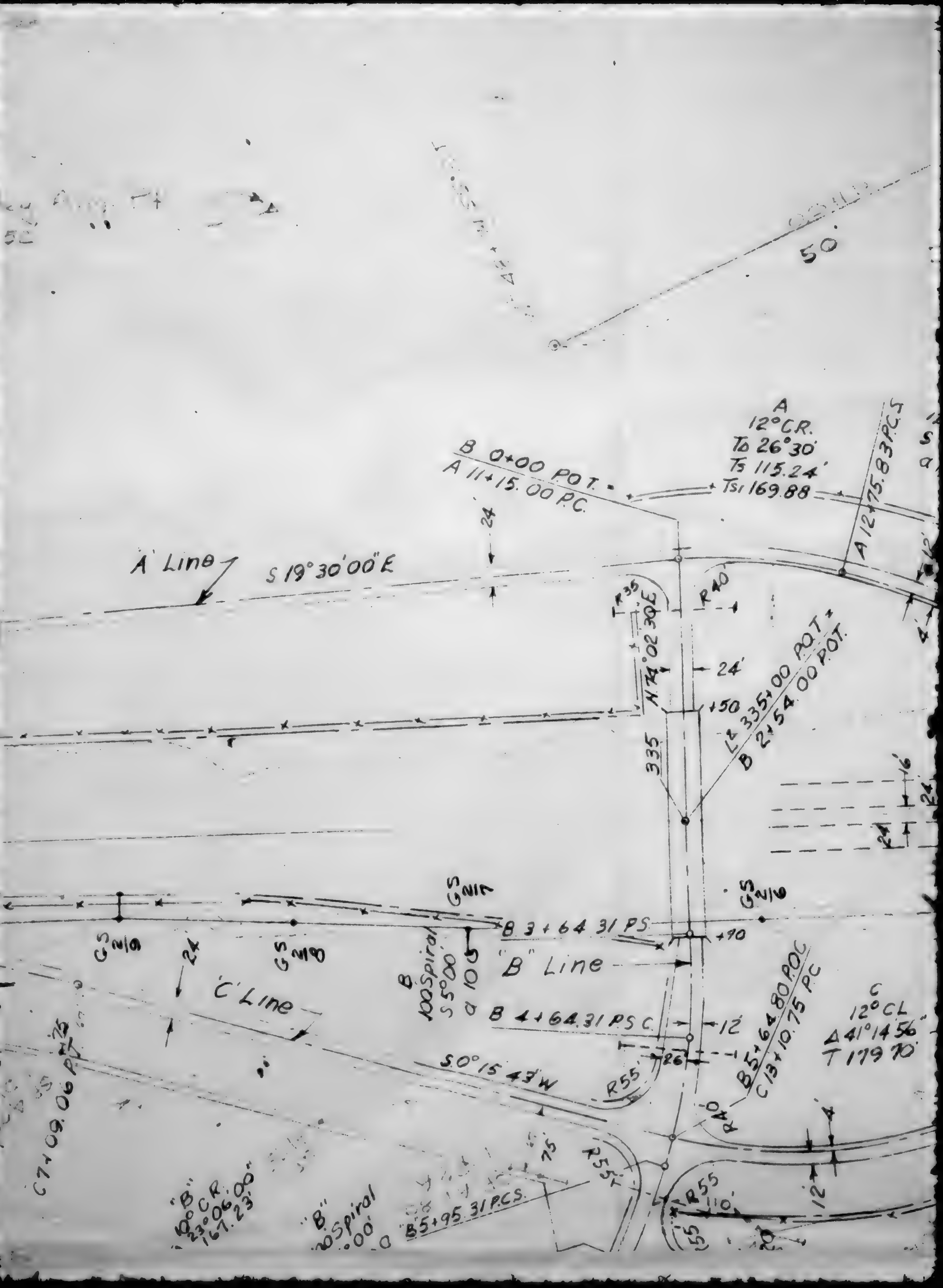

879 P.O.T.
216 P.S 380 Rt.
G3-1/9
G3 1/7
W 287+08.83 P.C.
W² 10°C.R.
Δ 52°23'30"
T 281.88
LPA1 16/8
LPA2 16/3
S66°59'00"E.
W 286+75.94 P.T.
W 285+11.48 P.C
W² 14°C.L.
Δ 51°01'30"
T 195.31'
R/W
R/W
BPA R/W
L3 375+79.16 P.S.C.
LPA1 16/2
LPA2 16/2
97 49 P.C.S.
14

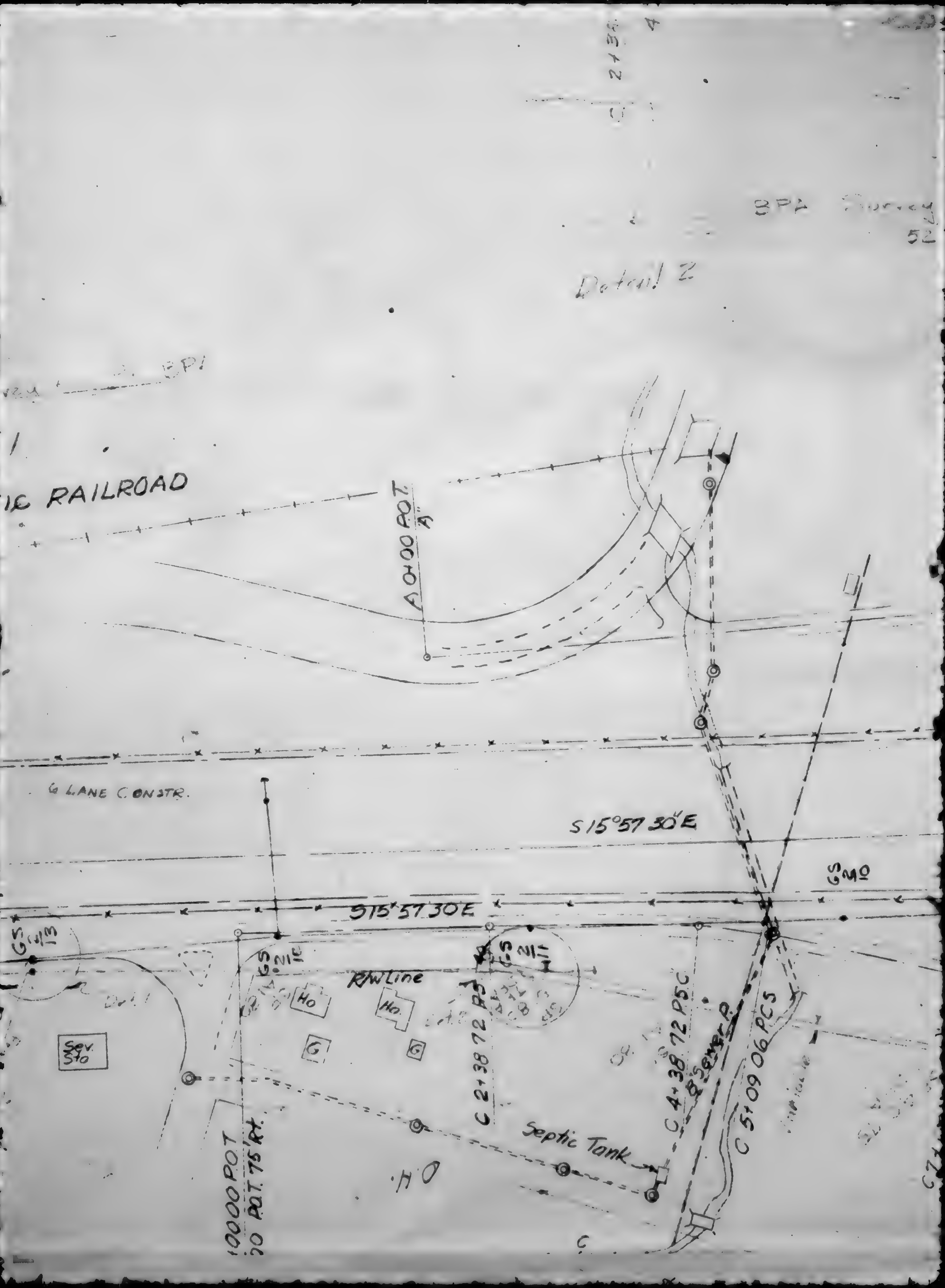

DLC No. 60
R/W Line
L3 370+79.16 P.S.
ANE Constr.
Access Control Line
¢ Survey
G3-100
S 15° 57' 30" E
W² Line
R/W
879 P.O.T.
.16 P.S. 380' Rt.

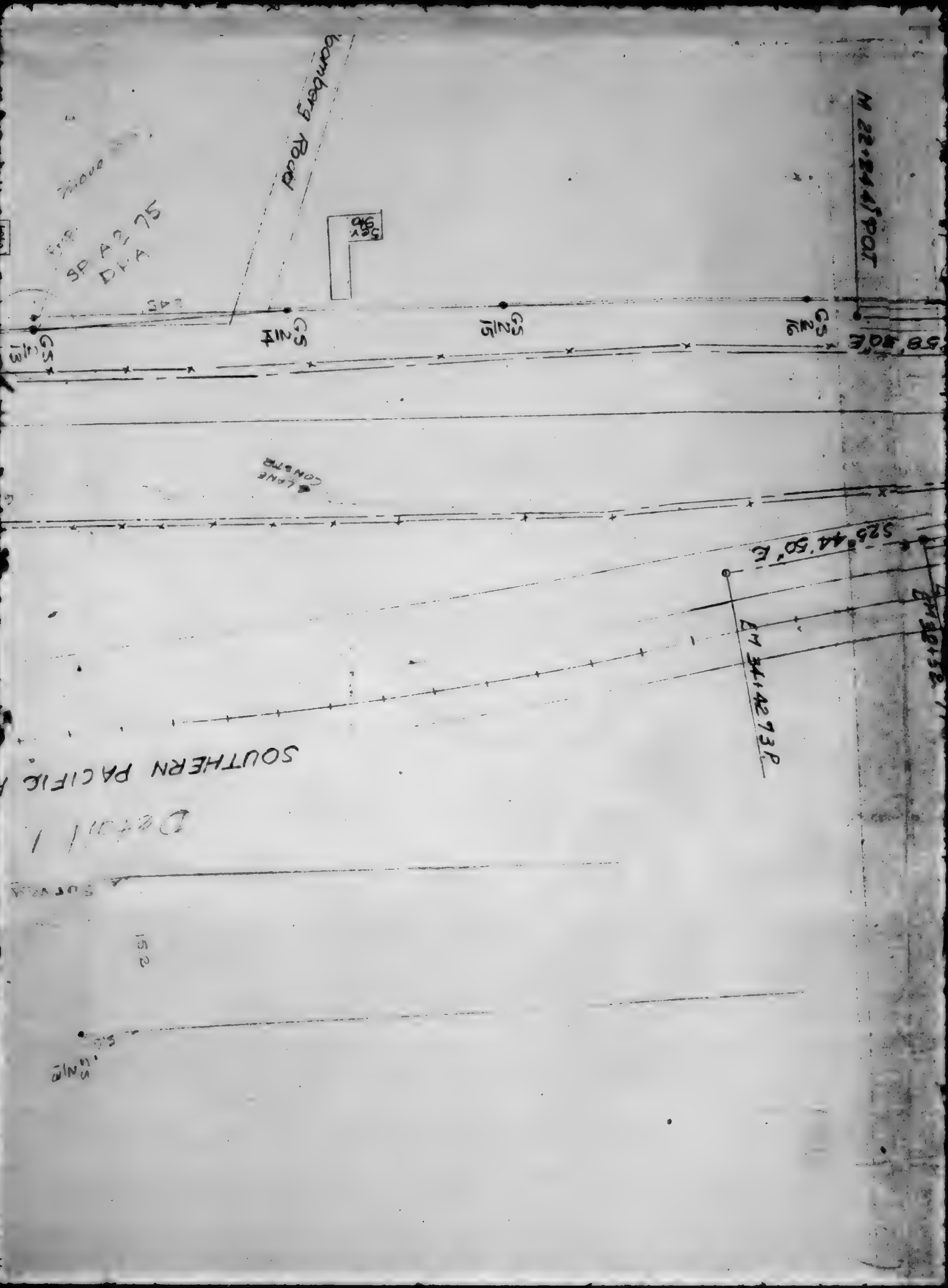

6 LANE CONSTR.
6 LANE
BPA & Surv
G3 —10
G3 —1
W2 67+80.78
W2 6°CR. Δ24°13'41' T204.97
W2 71+84.58 P.T. EQ.
W2 71+81.17 P.O.T.
S 15°57'30"E.
W2 67+52.11 P.T.
W2 6°CR. Δ24°13'41" T204.97
R/W Line
SP

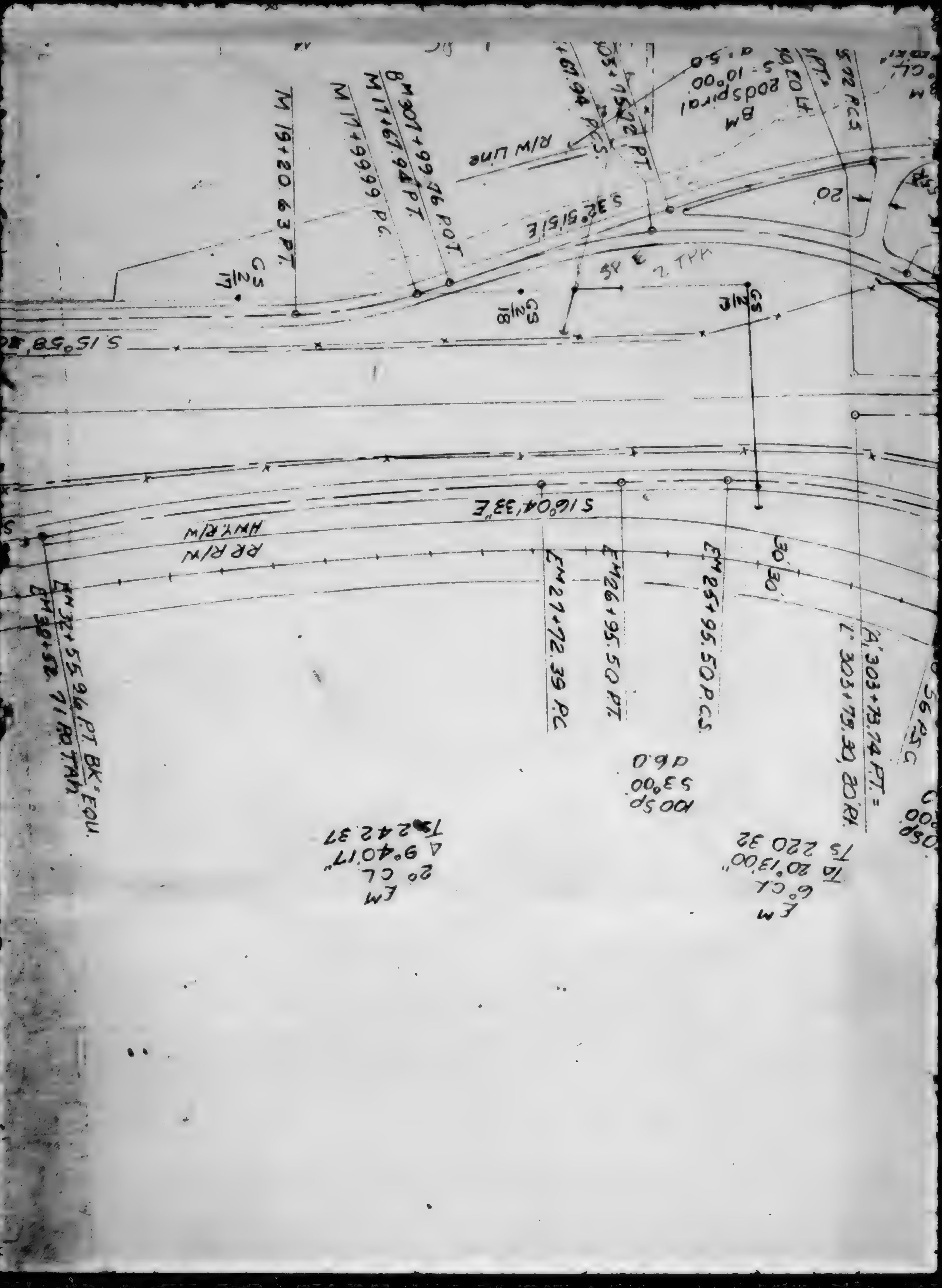

4+08.46 P.T.
56+88.43 P.T.
W2 63+48.31 P.C
C 31+56.59 P.O.T. 32' Rt.
L3 352+75.00 P.O.T.
.75
50
S.15°57'30"E
200
GS 1
GS 2
L3 352+41.63 P.O.T
11°41'30"E
A 23+14.94 P.O.T. 32' Lt.
L2 346+65.00 P.O.T
K2 56+88

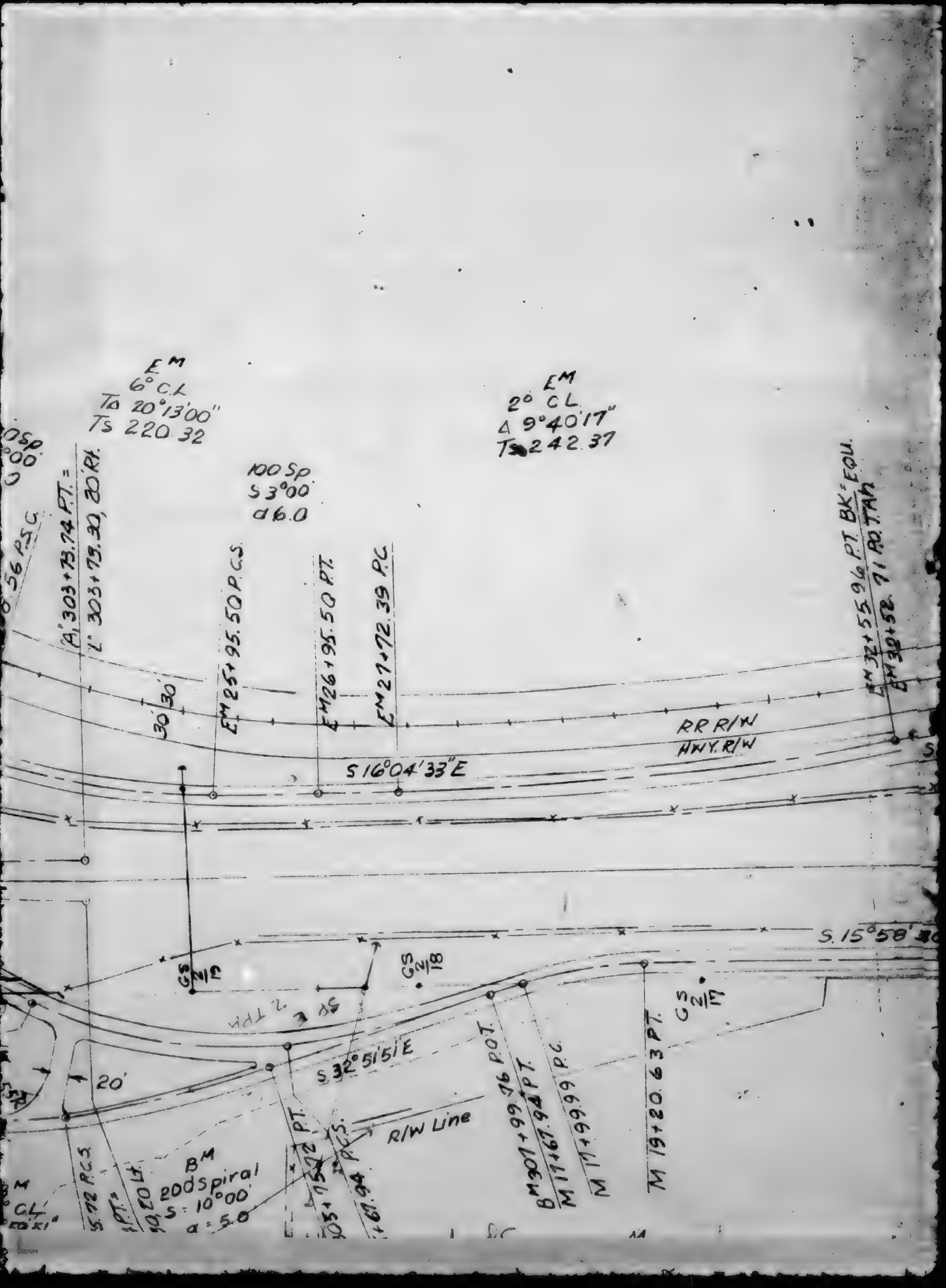

A
120' Spiral
S 7°12'
a 10.0
A 13+95.83 P.T.
A 14+78.51 P.S.
A
200' Spiral
S 8°00'
a 4.0
A
8° CR
TA 18°47'30"
TB 218.84'
A 16+78.51 P.S.C
A 17+13.41 P.C.S
A
200 Spiral
S 8°00'
a 4.0
A 19+13.41 P.T.
'A' Line
S 7°00' W.
S.11°41
12'
4'
16'
24'
G5 N/n
G5 MX
G5 N/n
C 21+26.44 P.S.C.
C 21+58.46 P.C.S
C 16+54.49 P.T.
CL
56"
S. 40°59'13" E
130'
'C' Line
W2 Line
S.40°59'13" E
W2 S.C
250 Spiral
S 10°00'
a 3.2
15.57 P.S.C.
14+38.43 P.C.S.
W2 S.C
250 Spiral
S 10°00'
a 3.2
4+08.46 P.T.

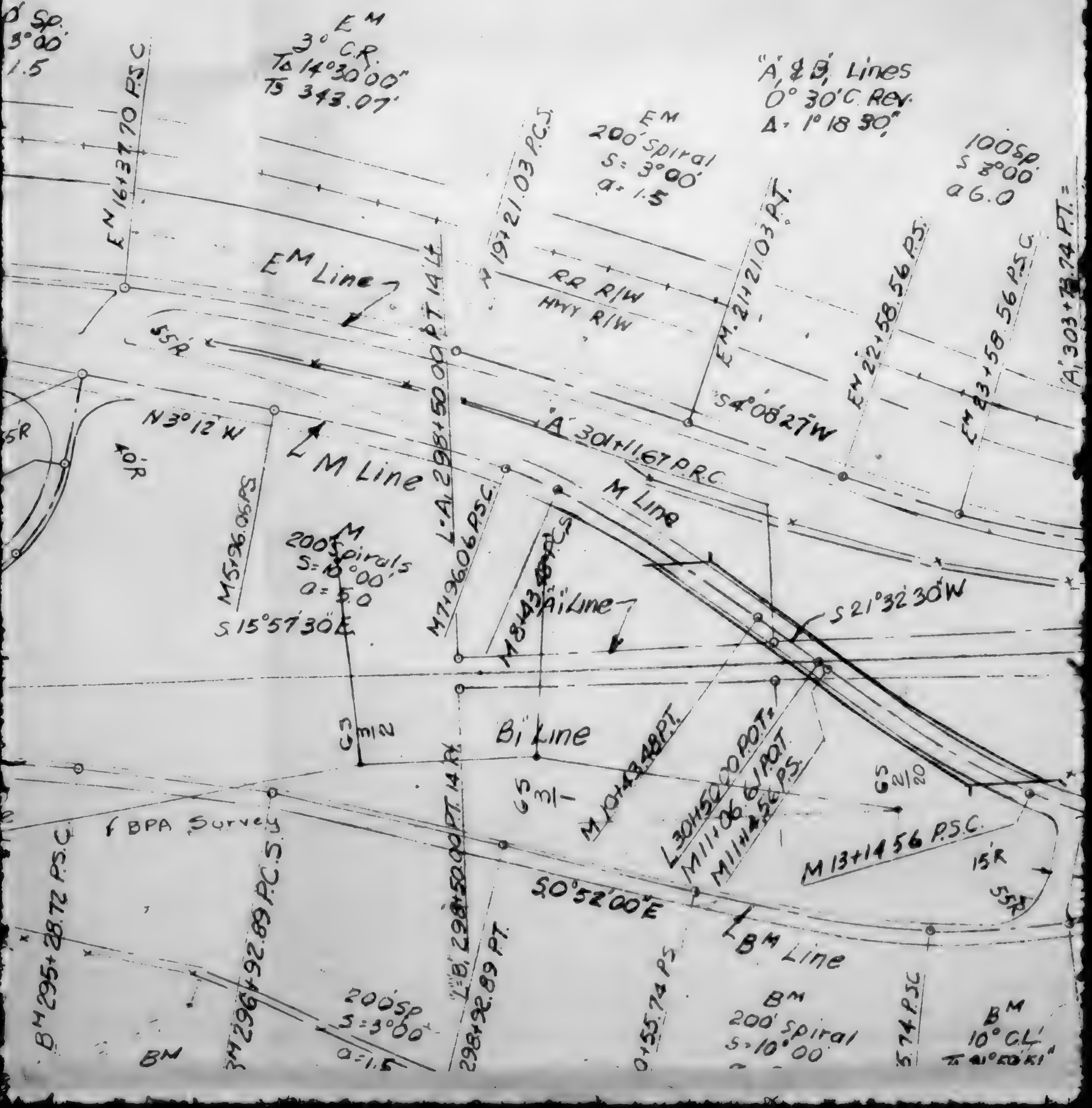

50
A
12°C.R.
Tó 26°30'
Ts 115.24'
Ts1 169.88
A 12+75.83 P.C.S
B 0+00 P.O.T. =
A 11+15.00 P.C.
24
"A" Line
S 19°30'00"E
R35
N 74°02'30"E
R40
24'
+50
C.L. 335+00 P.O.T. =
B 2+54.00 P.O.T.
335
16'
24
24
G.S. N17
G.S. N10
B 3+64.31 P.S.
+90
G.S. N19
24
G.S. N18
B
100 Spiral
S 5°00'
a 10
"B" Line
"C" Line
B 4+64.31 P.S.C.
12
26
C
12°C.L.
Δ 41°14'56"
T 179.70
R55
S.0°15'43"W
B5+64.80 P.O.C.
C 13+10.75 P.C.
R40
4
C 7+09.06 P.T.
75
"B"
10°C.R.
23°06'00"
167.23'
"B"
100 Spiral
.00'
a
B5+95.31 P.C.S.
75
R55
R55
110
12
55


2+38
A
BPA Survey
52
Detail Z
BP1
IC RAILROAD
A 0+00 P.O.T.
6 LANE CONSTR.
S 15°57'30"E
S15°57'30"E
GS M0
GS 13
GS 21E
GS 21
R/W Line
Ho.
Ho.
G
G
Sev. Sta
C 2+38.72 PS
C 4+38.72 PSC
Sewer P.
C 5+09.06 PCS
Septic Tank
O.H.
10000 P.O.T.
00 P.O.T. 75' Rt.
C
C7+

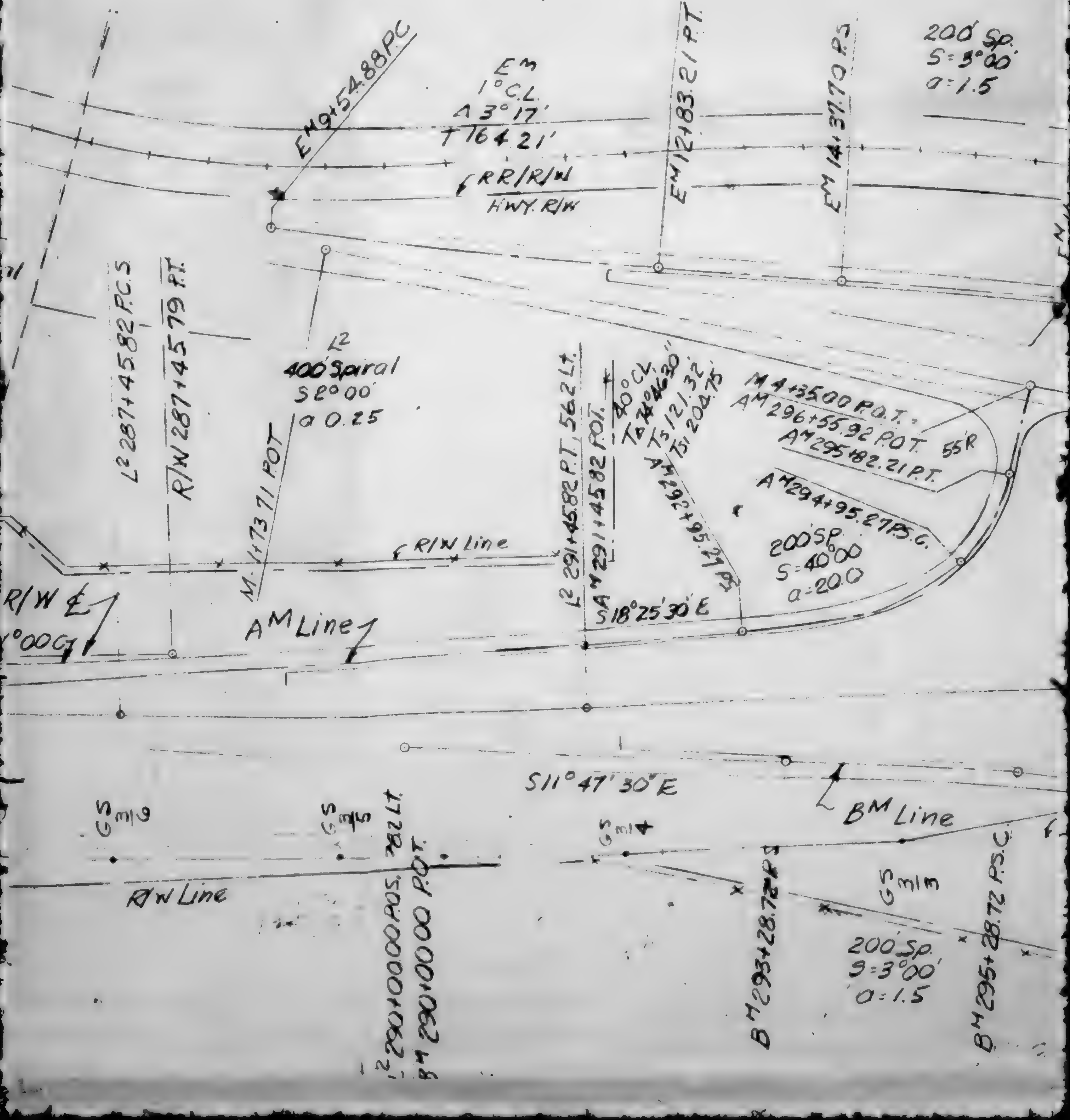

Bamberg Road
M 22+84.41 POT
SP A2 75
DHA
GS 2/13
GS 2/14
GS 2/15
GS 2/16
58°30'E
S25°44'50"E
EM 34+42.73P
SOUTHERN PACIFIC
15.2


M 19+20.63 P.T.
B"M 301+99.76 P.O.T.
M 17+67.94 P.T.
M 17+99.99 P.C
R/W Line
+61.94 P.C.S.
303+75.72 P.T.
B M
200 Spiral
S: 10°00'
a: 5.0
19.20 Lt.
P.T.
5.92 P.C.S
C.L.
20'
S 32°51'51"E
GS 2/17
GS 2/18
GS 2/18
S 15°58'30"
S 16°04'33"E
HWY R/W
RR R/W
30'
30'
EM 32+55.96 P.T. BK = EQU.
EM 30+52.71 P.O.TAN
EM 27+72.39 P.C
EM 26+95.50 P.T.
EM 25+95.50 P.C.S.
"A" 303+73.74 P.T. =
"L" 303+79.30, 20' Rt.
36.25 C
100 SP.
S 3°00'
a 6.0
EM
2° C.L.
Δ 9°40'17"
T= 242.37
EM
6° C.L.
Δ 20°13'00"
Ts 220.32

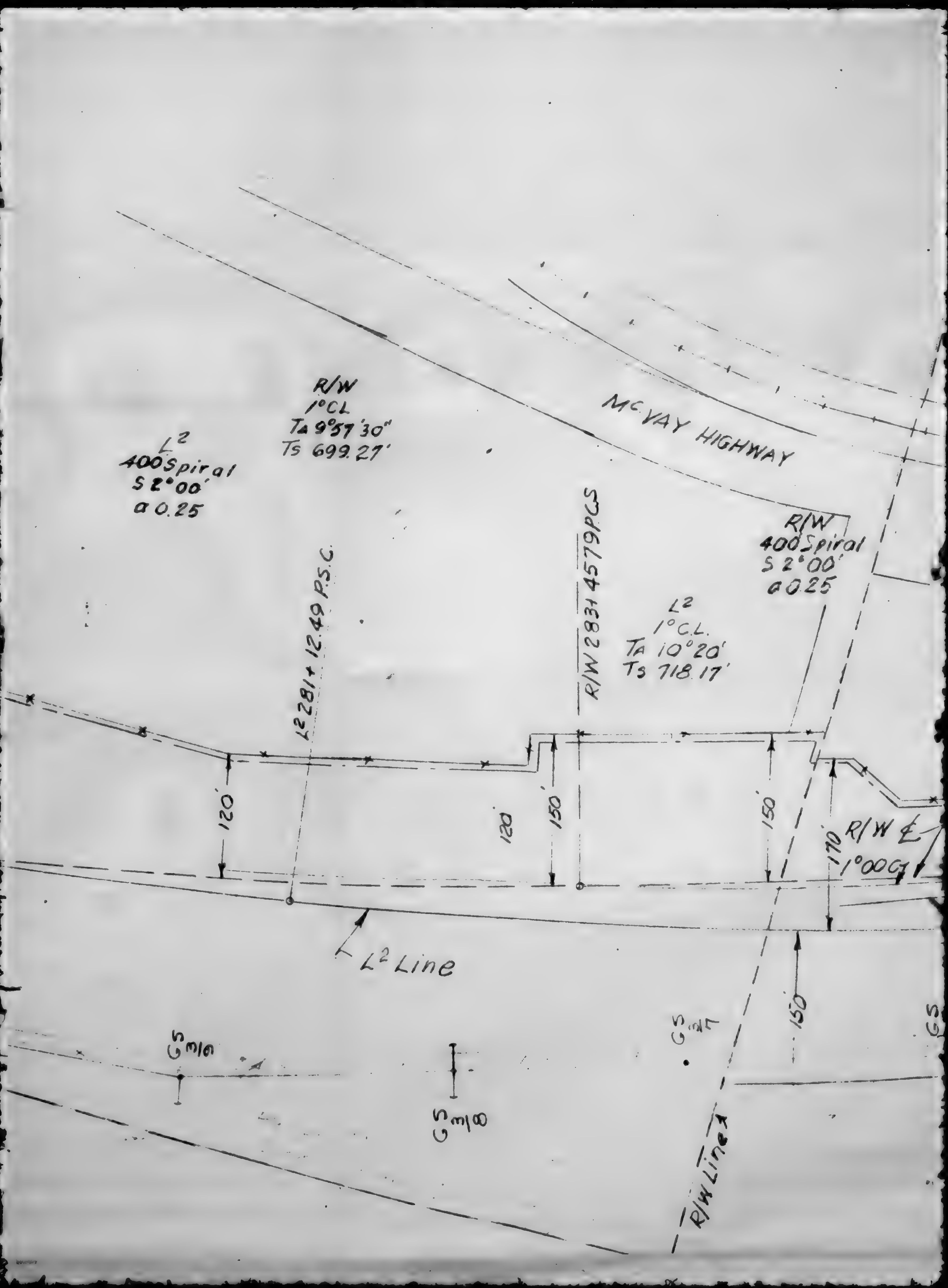

EM
6° C.L
TΔ 20°13'00"
Ts 220.32
EM
2° CL
Δ 9°40'17"
Ts 242.37
100 Sp
S 3°00'
d 6.0
0 Sp
°00'
.56 P.S.C
A' 303+73.74 P.T. =
L' 303+73.30, 20' Rt.
EM 25+95.50 P.C.S.
EM 26+95.50 P.T.
EM 27+72.39 P.C
EM 32+55.96 P.T. BK = EQU.
BM 32+52.71 P.O.TAN
30'
30'
RR R/W
HWY. R/W
S 16°04'33"E
S. 15°58'
GS 2/17
GS 2/18
GS 2/17
S. 32°51'51"E
20'
R/W Line
BM
20d Spiral
S = 10°00'
a = 5.0
5.72 P.C.S
P.T. =
30.20 Lt.
05+75.72 P.T.
+67.94 P.C.S.
BM 301+99.76 P.O.T.
M 17+67.94 P.T.
M 17+99.99 P.C
M 19+20.63 P.T.
M
C.L.
20'21"
55 R

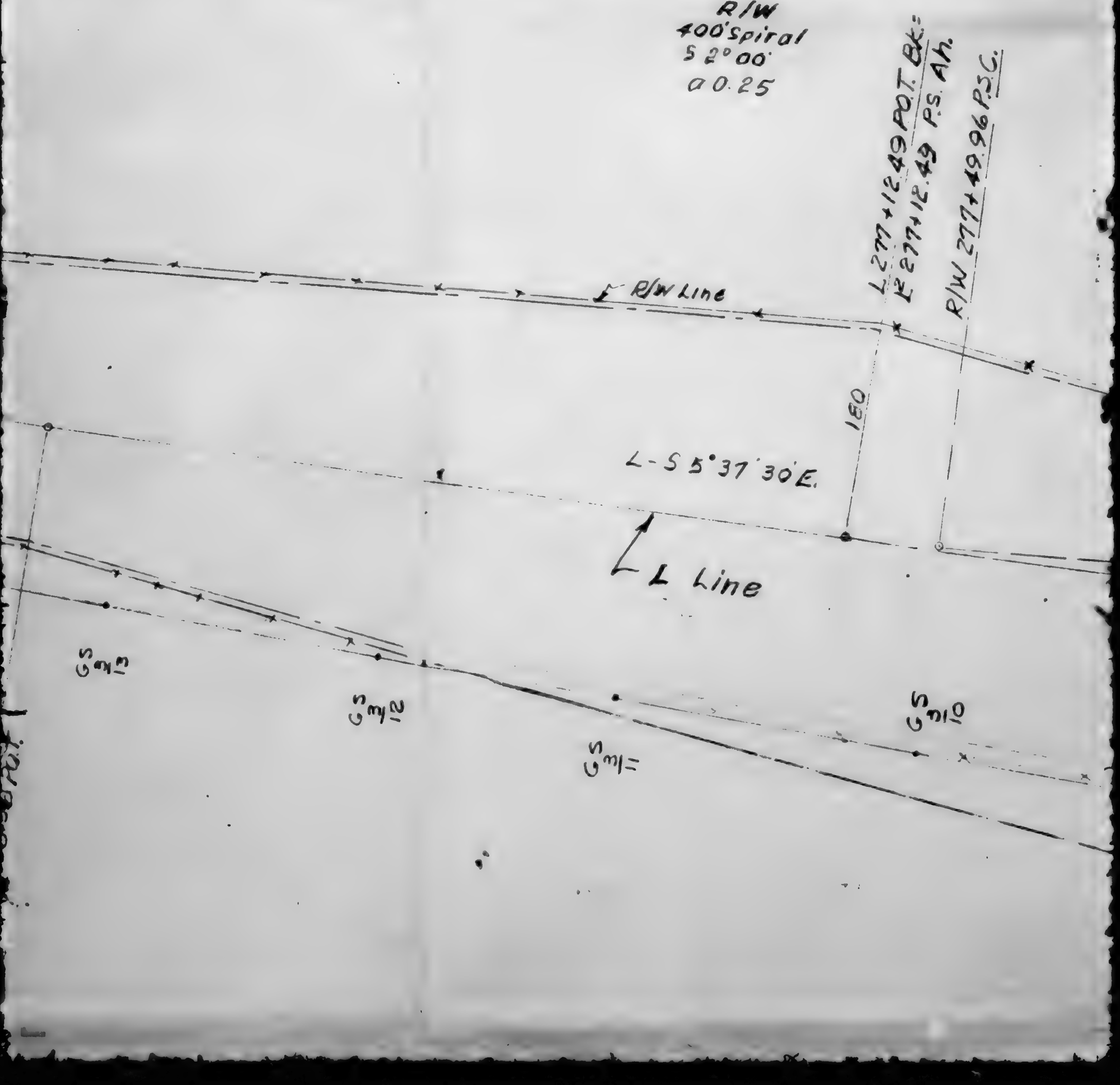


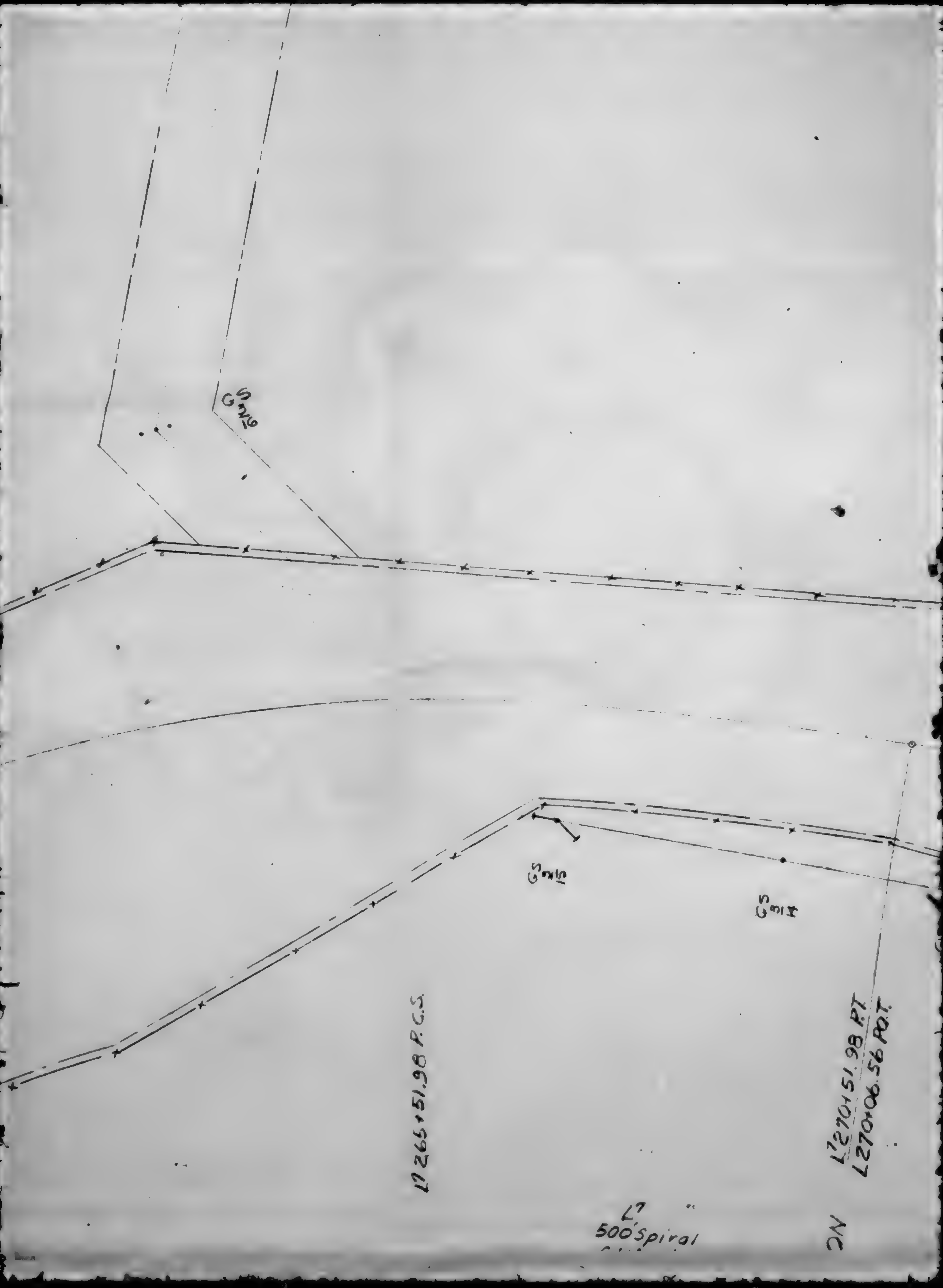
Sp.
3°00
1.5
E^M
3° C.R.
T∆ 14°30'00"
Ts 343.07'
"A, & B, Lines
0° 30' C. Rev.
∆ = 1° 18' 30"
E^M
200' Spiral
S = 3°00'
a = 1.5
100 Sp.
S 3°00
a 6.0
E^N 16+37.70 P.S.C.
19+21.03 P.C.S.
E^M 21+21.03 P.T.
E^M 22+58.56 P.S.
E^M 23+58.56 P.S.C.
'A' 303+73.74 P.T. =
E^M Line
RR R/W
HWY R/W
55'R
L'A' 298+50.00 P.T. 14 Lt.
S 4°08'27"W
'A' 301+11.67 P.R.C.
N 3°12' W
M Line
40'R
55'R
M Line
M5+96.06 P.S.
200' Spirals
S = 10°00'
a = 5.0
S 15°57'30"E
M7+96.06 P.S.C.
M8+43.84 P.C.S.
'A' Line
S 21°32'30"W
Bi Line
GS 1/2
GS 1/3
M10+43.48 P.T.
L30+50.00 P.O.T. =
M11+06.61 P.O.T.
M11+14.56 P.S.
GS 20/21
M13+14.56 P.S.C.
15'R
55'R
BPA Survey
B^M 295+28.72 P.S.C.
B^M 296+92.89 P.C.S.
L'B' 298+50.00 P.T. 14 Rt.
298+92.89 P.T.
S 0°52'00"E
B^M Line
200 Sp.
S = 3°00'
a = 1.5
B^M
0+55.74 P.S.
B^M
200' Spiral
S = 10°00'
5.74 P.S.C.
B^M
10° C.L.
T∆ 41°50'51"

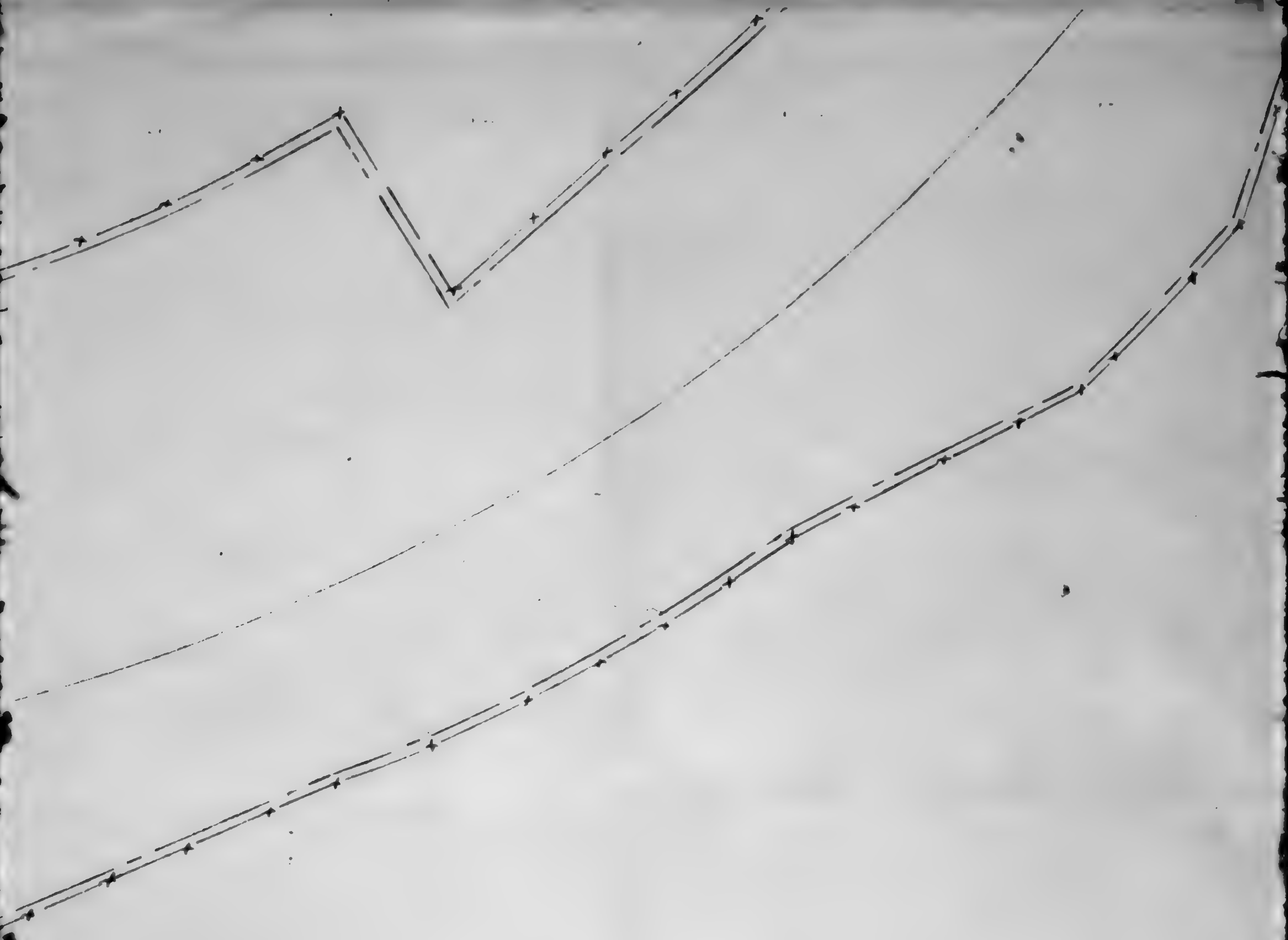


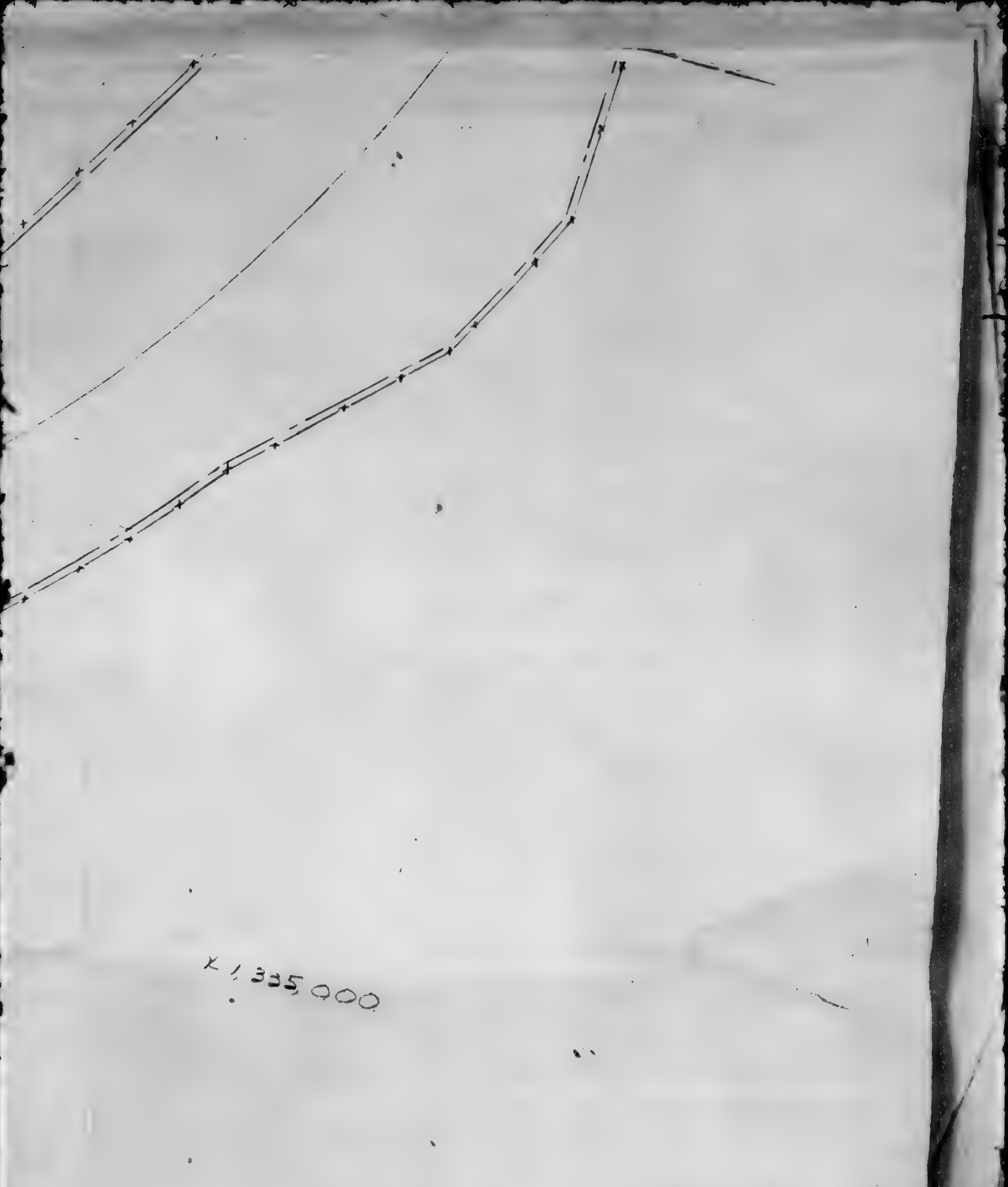
200' Sp.
S=3°00'
a=1.5
E^M 14+37.70 P.S.
E^M 12+83.21 P.T.
E^M
1° C.L.
Δ 3°17'
T 164.21'
E^M 9+54.88 P.C.
℄ RR/R/W
HWY. R/W
L^2 287+45.82 P.C.S.
R/W 287+45.79 P.T.
L^2
400' Spiral
S 2°00'
a 0.25
M 1+73.71 P.O.T.
L^2 291+45.82 P.T. 56.2 Lt.
A^M 291+45.82 P.O.T.
40° C.L.
Δ 74°46'30"
T_s 121.32'
T_s 204.75'
A^M 292+95.27 P.S.
M 4+35.00 P.O.T.
A^M 296+55.92 P.O.T.
55' R
A^M 295+82.21 P.T.
A^M 294+95.27 P.S.C.
200' SP.
S=40°00'
a=20.0
℄ R/W Line
R/W ℄
1°00' C.
A^M Line
S 18°25'30" E
S 11°47'30" E
B^M Line
G5 m/9
G5 m/5
G5 m/4
G5 m/3
782 Lt.
R/W Line
L^2 290+00.00 P.O.S.
B^M 290+00.00 P.O.T.
B^M 293+28.72 P.S.
200' Sp.
S=3°00'
a=1.5
B^M 295+28.72 P.S.C.


McVAY HIGHWAY
R/W
1°CL
TΔ 9°57'30"
Ts 699.27'
L²
400 Spiral
S 2°00'
a 0.25
R/W 2831+45.79 P.C.S
L² 2281+12.49 P.S.C
R/W
400 Spiral
S 2°00'
a 0.25
L²
1°C.L.
TΔ 10°20'
Ts 718.17'
120'
120
150'
150'
170'
R/W ℄
1°00 C1
L² Line
150'
G5
G5 m/10
G5 m/00
G5 m/17
R/W Line


R/W
400'Spiral
S 2°00'
a 0.25
L 277+12.49 P.O.T. Bk.=
L 277+12.49 P.S. Ah.
R/W 277+49.96 P.S.C.
R/W Line
180
L-S 5°37'30"E.
L Line
G5 m13
G5 m12
G5 m11
G5 m10


L7 265+51.98 P.C.S.
L7 270+51.98 P.T.
L7 270+06.56 P.O.T.
L7 500' Spiral
NC


x 1,335,000


K 1,335,000

X 1,339,000

Y 859000

NO	REVISION	BY	DATE	APPROVED
2	Relocation Str. 2/19 – 3/4	CPK	6-15-59	
1	Relocation Str 1/9 – 2/14	CPK	6-10-59	

UNITED STATES DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION

GOSHEN – SPRINGFIELD
115 KV TRANSMISSION LINE
RELOCATION FOR O.S.H.D.
MILES 1, 2, & 3

Designed:
Drawn:
Traced: C.P.K.
Checked:

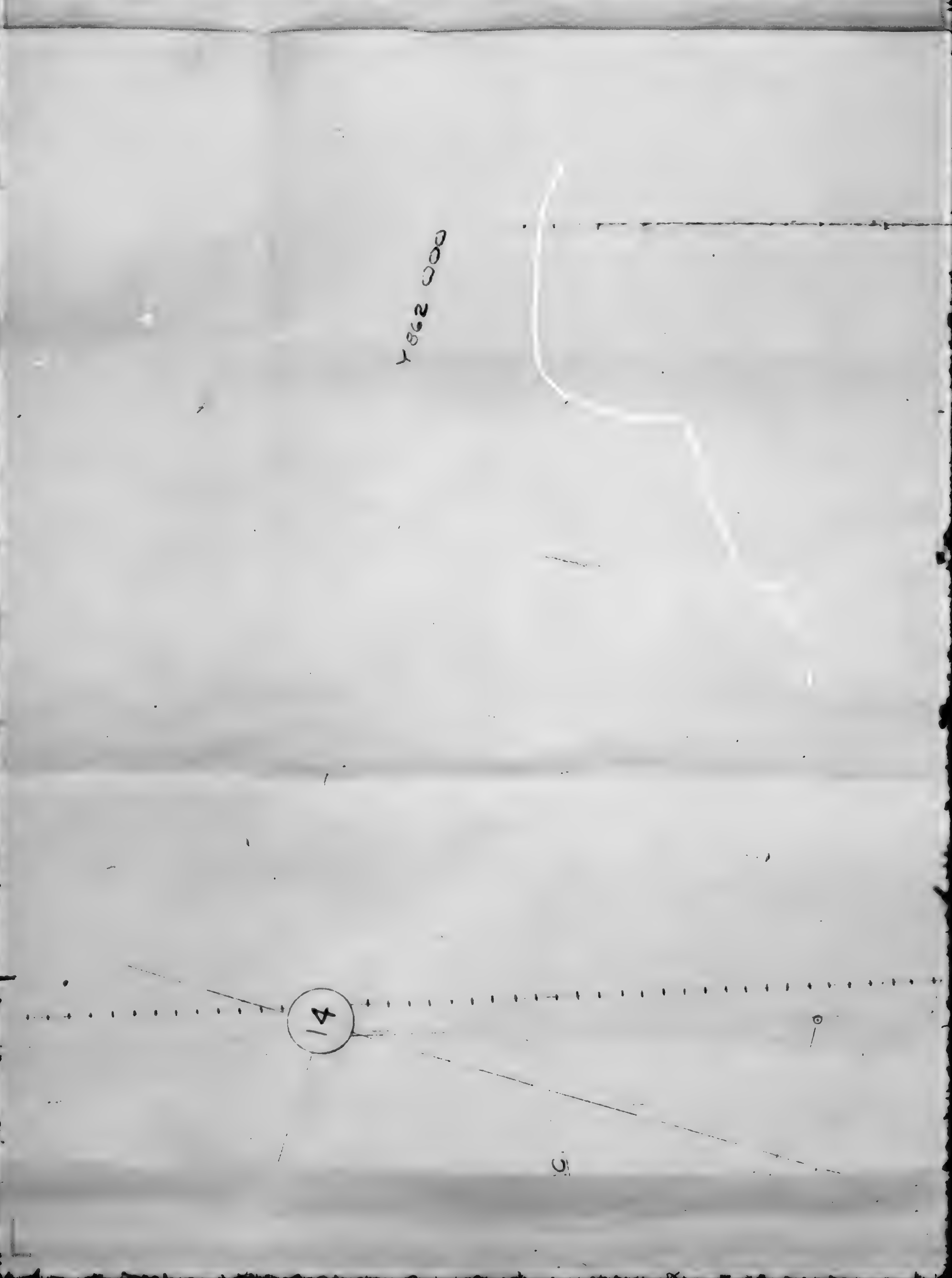
SUB: Eng.
REC: Unit Chief
REC: Section Chief

Des. or Engineer
DATE: 5-15-59
SHEET OF
Dwg.

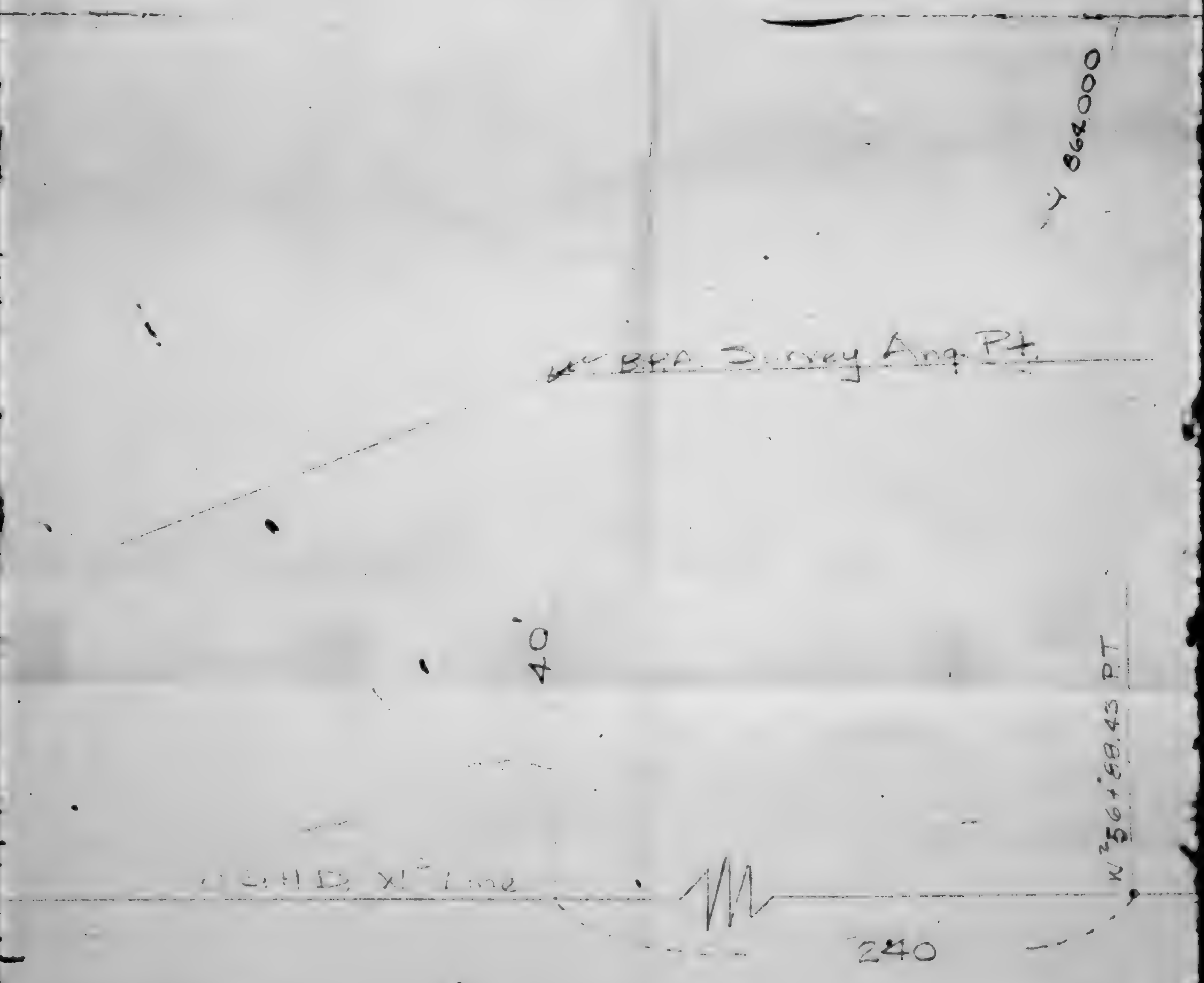
0

Y 860,000

L 381+97 49PCS
x 1,339,000

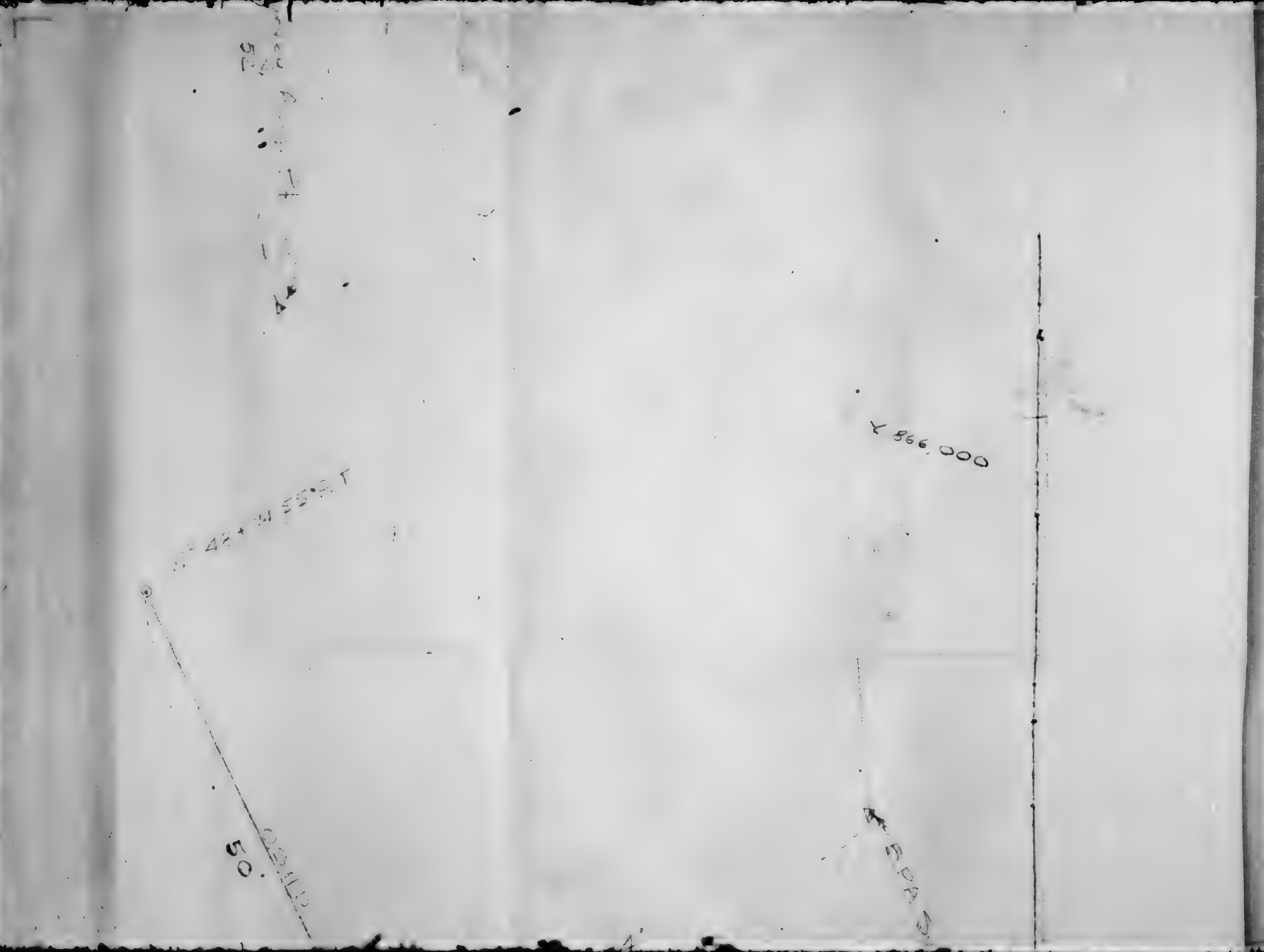

Y862 000
14

W 356+88.43 P.T.



Detail 4

54'
W 51+26. P.S.
W 54+03.81 P.I.
X 1,338,000


Y 866,000
50'

0 27 34.12 P3

40

BPL Surve

5

Detail Z

10°

152
65
2
13
C 0.00

Y 868,000

X. 1.337,000

Y 870,000

8P.C

FM

1 PT.

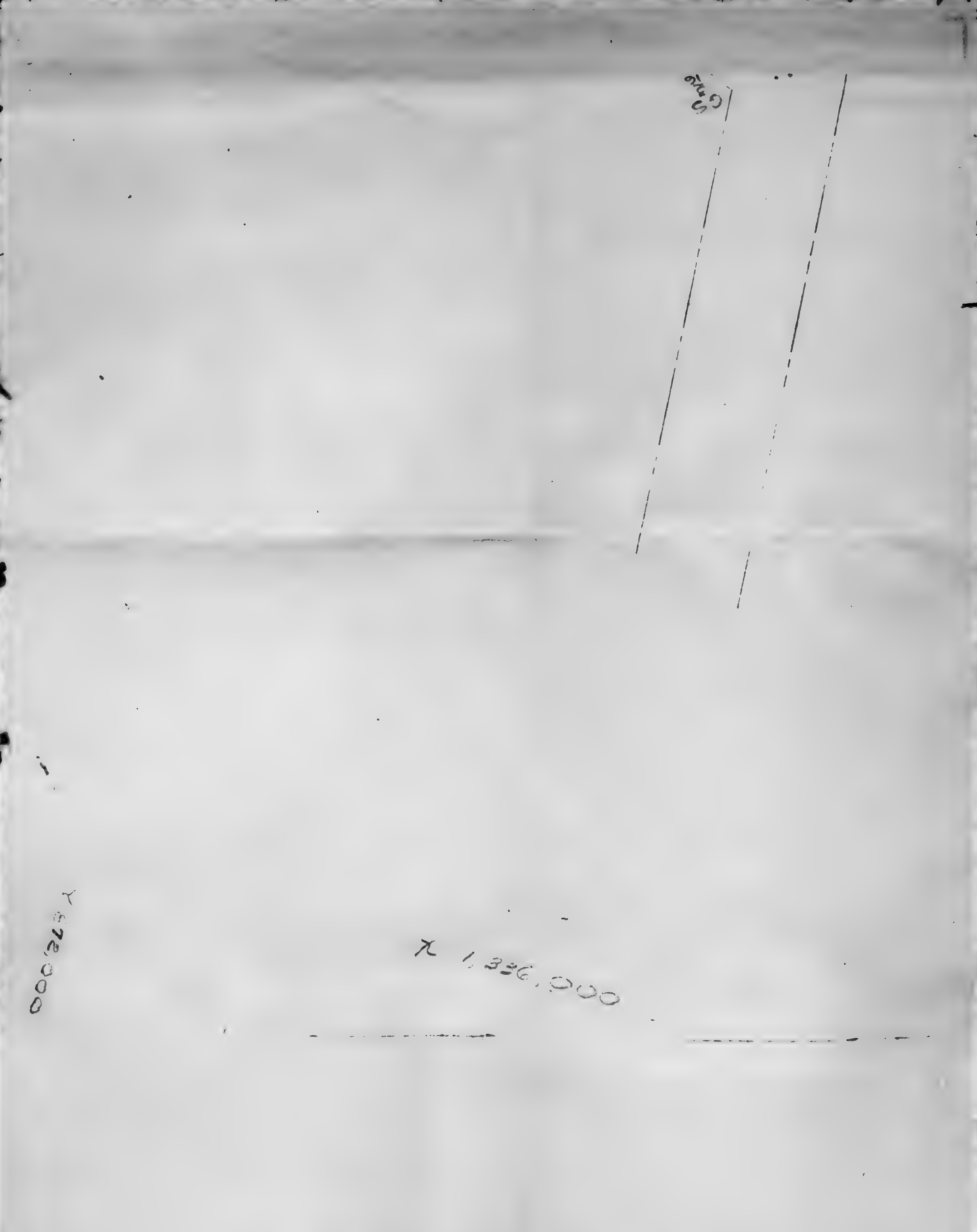
1 P.S.

200' Sp.
S=5°00'

R/W

472,000

R/W


X 1,336,000
Y 572,000

x 1,335,000

NO	REVISION	BY	DATE	APPROVED
2	Relocation Str. 2/19 – 3/4	CPK	6-15-59	
1	Relocation Str. 1/9 – 2/14	CPK	6-10-59	

BONNEVILLE POWER ADMINISTRATION

GOSHEN – SPRINGFIELD
115 KV TRANSMISSION LINE

RELOCATION FOR O.S.H.D.
MILES 1, 2, & 3

CPK
5-15-59

x 1,335,000

NO	REVISION	BY	DATE	APPROVED
2	Relocation Str. 2/19 — 3/4	CPK	6-15-59	
1	Relocation Str. 1/9 — 2/14	CPK	6-10-59	

BONNEVILLE POWER ADMINISTRATION

GOSHEN – SPRINGFIELD
115 KV TRANSMISSION LINE

RELOCATION FOR O.S.H.D.
MILES .1, 2, & 3

CPK

5-15-59

FORM E-123X 37½M

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUN 1[illegible] 1959
FOR FILING
1-5-3(4)190
5945

June 16, 1959

Southern Pacific Company
324 Union Station
Portland, Oregon

File Nos. 29558 & 30020
Judkins Point-Goshen Section
Pacific Highway
Lane County

ATTENTION: Mr. E. A. Kendrew,
Assistant Engineer

Dear Mr. Kendrew:

Pursuant to our telephone conversation of this date, I wish to verify that on May 29, 1959, I left with you for the railroad company's appraisal and examination, a description comprising one acre, more or less, to be taken, and a temporary construction easement of 400 square feet for a catch basin on the above designated section of highway.

As you will recall, I had previously approached the company with the description comprising all of the land between McVay Highway and the railroad right of way, but understood from your office that only a portion of this was owned by the railroad.

Title information which has now been furnished us by Cascade Title Company in Eugene indicates that the balance of the area in question, designated by our file number 30020, is also owned by the railroad. It comes to my attention that the total of these parcels to be acquired in fee as represented by the two descriptions is somewhat at variance with the description originally presented your company in the amount of 2.1 acres. Unless otherwise advised by you or your staff, I will therefore assume for all practical purposes that the area contains two acres, more or less.

I am enclosing a copy of the description containing 0.9 of an acre which was segregated under our file number 30020, which probably should be combined with parcel #1 of the description which was furnished you May 29 under the designated file number 29558. We will proceed to consolidate our file under this number.

As of this date, our appraisal department is not yet in position to furnish me an appraisal of the land in question so that I can

NOTED
[illegible] PAXSO

embody the same in an offer for the railroad company's consideration. The foregoing is merely furnished as a memorandum of the progress in determining exactly what land is to be acquired in this transaction and is furnished you for whatever aid it may be in your company's study of the matter.

Very truly yours,

E. J. BENNER
Right of Way Supervisor

EJB:ds

cc: Mr. G. S. Paxson

RECEIVED
[illegible]
[illegible] ENGINEER

RECEIVED
JUN - 1 1959
FOR FILING
[illegible]
5946

May 29, 1959

Bonneville Power Administration
P. O. Box 3537
Portland 8, Oregon

Attention: Mr. John V. Mulcahy

Gentlemen:

We have checked with the Bureau of Public Roads with respect to your proposed revisions on your Alvey-Springfield line on the Judkins Point-Goshen Section of the Pacific Highway in Lane County as submitted on May 22, 1959. The revision between poles GS 3/4 and GS 2/18 (Highway Stations 292 to 306) will be approved as submitted in view of the very possible great difference in cost between the line as proposed and relocating the line to stay on the westerly side of the freeway.

We will be able to revise our access control line and proposed fence line between poles GS 3/12 and GS 3/4 (Highway Stations 274 to 292) so that no relocation of these poles will be necessary. Our revised plan is submitted herewith. Access to this, as well as other portions of the line, will not be allowed from the main traveled portion of the freeway.

Since the existing line between poles GS 2/7 and GS 1/9 (Highway Stations 355 to 357) will be inside the access control line and will be in conflict with the proposed future 6-lane construction, it will be necessary to relocate this portion of the line. We will place our access control fence outside the proposed 6-lane construction, as shown on the prints, and it will be necessary for you to place your poles outside the access control fence. It might be necessary to relocate all the line from pole GS 2/11 (as shown on your map) to GS 1/9 to accomplish the desired alignment. You will be allowed to occupy highway right of way by permit or franchise in locations outside the access control lines.

The provision of under-built space for the Pacific Power and Light Company is a matter to be decided between the Bonneville Power Administration and the Pacific Power and Light since the State desires to control the location of the poles and not the number of wires on the poles.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

CHB:fp ae

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

May 22, 1959

Subject: Alvey-Springfield Line
Your Ref: Judkins Point-Goshen Section
Pacific Highway

Mr. Tom Edwards
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. L. H. Young
Assistant Construction Engineer

Dear Sir:

Reference is made to your letter of April 14 transmitting preliminary plan and profile sheets for the subject highway.

We are enclosing two prints of a drawing showing the location of our Alvey-Springfield line from our Structure GS 1/5 to GS 3/16 with respect to the new highway construction from approximate Highway Station L^3 381+97.4 to L 265+82.3. Our existing construction is shown in red and our proposed changes are shown in green.

The proposed location is based on the assumption that the Highway Department will permit us to continue the use of our existing franchise and line locations, except where actual conflict occurs between our line and the construction covered by the presently proposed highway contract. Where such conflicts exist, we propose to relocate the line on Highway right of way except between Fir Cove and Bloomberg Roads. The portion of the line to be relocated would be on the frontage road portion of the State right of way except for two crossings.

The line relocation as shown on the map will provide clearance from the freeway at the time it is widened to six lanes. However, parts of our line not being relocated in this present plan would at that time have to be moved. If this proposal is agreeable to the State Highway Commission, we should like to arrange a franchise agreement covering the possibility of moving the remaining section of the line onto the frontage road portion of the State Highway right of way when such move becomes necessary.

[illegible]
to Comm
26 May 59
Baker

CONSTRUCTION DIVISION
RECEIVED
MAY 25 1959
NOTED- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

REFERRED TO
Baker
By Ass't. Construction Engineer

We should also like to know if we must provide underbuild space for the Pacific Power & Light Company, as specified in our present franchise, if the State agrees to our proposed relocation.

We note that the contract for the highway work is to be let in October 1959. With such a target date, it is necessary that an agreement be reached immediately so we can complete the surveys, design and purchasing of materials by July 1, 1959.

We will appreciate your early comment on this matter.

Very truly yours,

John V Mulcahy

John V. Mulcahy
Chief, Branch of Land

Enclosures

RECEIVED
MAY 18 1959
FOR FILING

May 15, 1959

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Encroachment between Eugene and
Goshen, Pacific Highway
Your File: 323-3

Reference is made to your letter of May 7 concerning our request for an easement to construct a catch basin connecting the railroad and highway culverts at Railroad Station 1204+40.

Attached to our letter of April 23 were descriptions of two parcels. Parcel No. 1 was prepared under the assumption that the Southern Pacific Company owned the property between your normal 60-foot right of way and the existing highway. Your Drawing C-83 indicates that you only claim ownership of the 60-foot right of way. If this is the case, we will not be acquiring the property described in Parcel No. 1.

We do still need an easement to construct the catch basin as shown on our Drawing 1R-3-1241, attached to our letter of April 23. At this point I note that your Drawing C-83 shows a considerable distance between your right of way and the existing highway and does not conform to the alignment and cross sections shown on our Drawing 1R-3-1241. I believe this discrepancy occurs because your drawing does not show the widening of this highway which was done in 1952.

In any event if your ownership is restricted to the 60-foot right of way, the location of our highway as shown on your drawing would have no particular effect upon the granting of the easement for the catch basin. I trust that this will clear up the matter and that the easement for the catch basin will be forthcoming.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams
Mr. Walter Wright
Mr. Edwards

8-58-10M

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
[redacted]
SUPERINTENDENT

B-2660

IN REPLY PLEASE REFER TO

323-3

May 7, 1959

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. P. M. Stephenson,
Asst. State Highway Engineer

Dear Sir:

This will acknowledge receipt of your letter of April 23 relative to your proposal to convert the existing Pacific Highway between Eugene and Goshen to a divided highway using interstate highway standards, with particular reference to your request for an encroachment on Southern Pacific Company's right-of-way for the installation of a catch basin between highway culvert and Railroad culvert:

Upon checking this location as to our ownership of right-of-way, find that your print does not show our property correctly; therefore, attached is print of our drawing C-83 which shows our right-of-way through this section by long dashes and short dashes.

It is an understanding, by member of our Engineering Department, that the State would be requesting purchase of Railroad property in this area, but as of date have not received this request. Would suggest a further study by your Right-of-Way Department be made in this connection and your application for an encroachment be made along with the request to purchase our property.

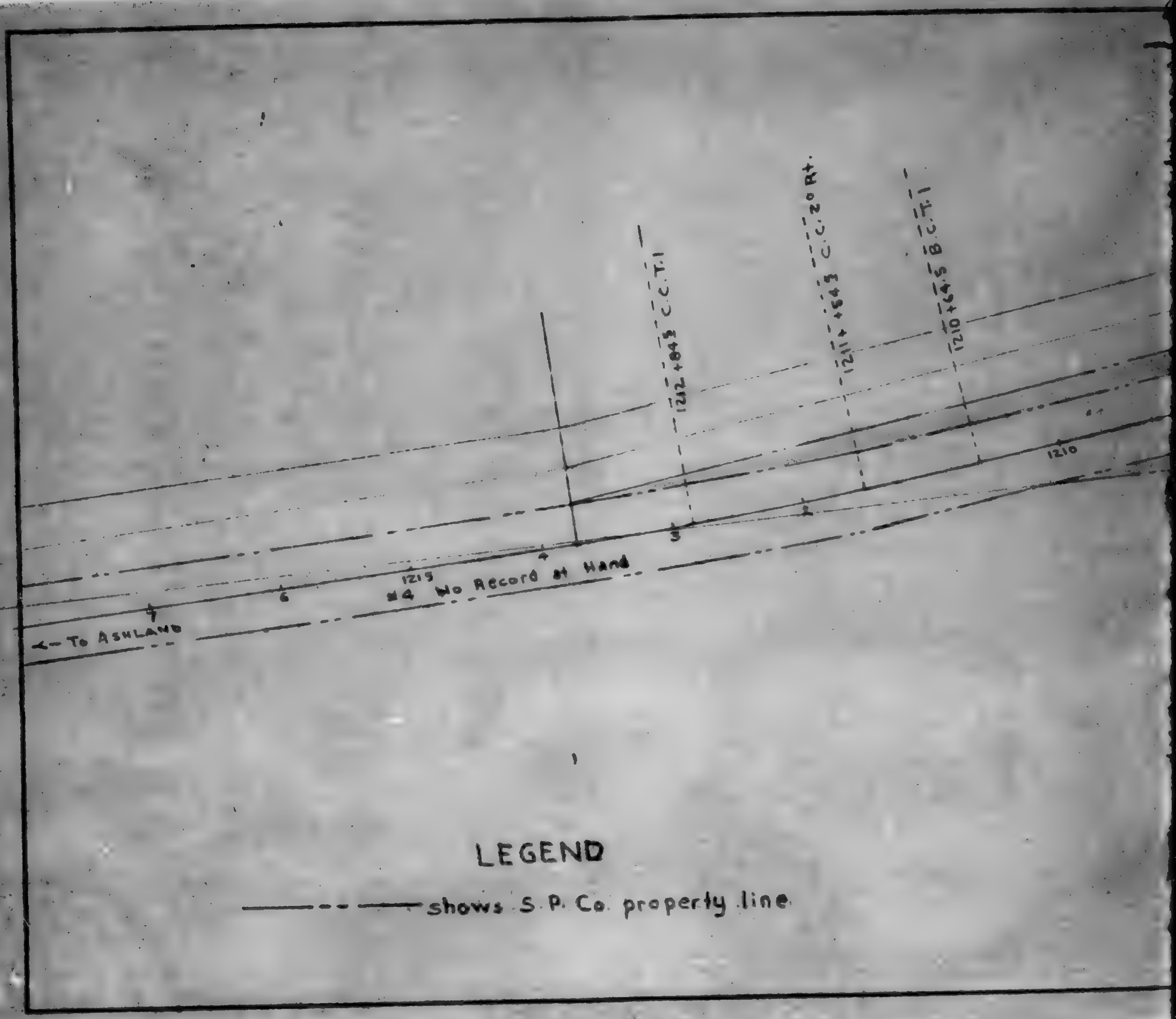
Yours truly,

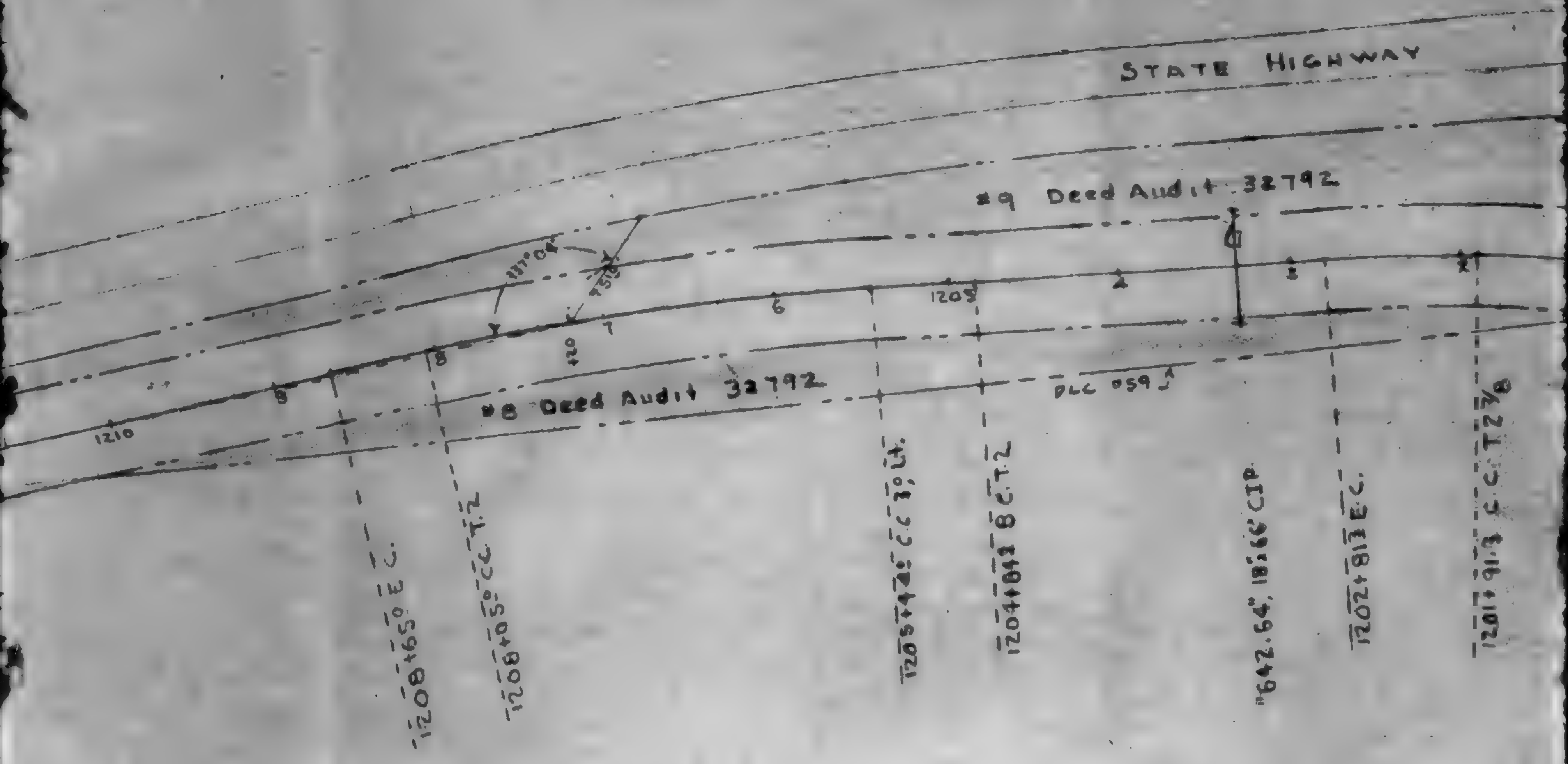
a.W. Kilborn

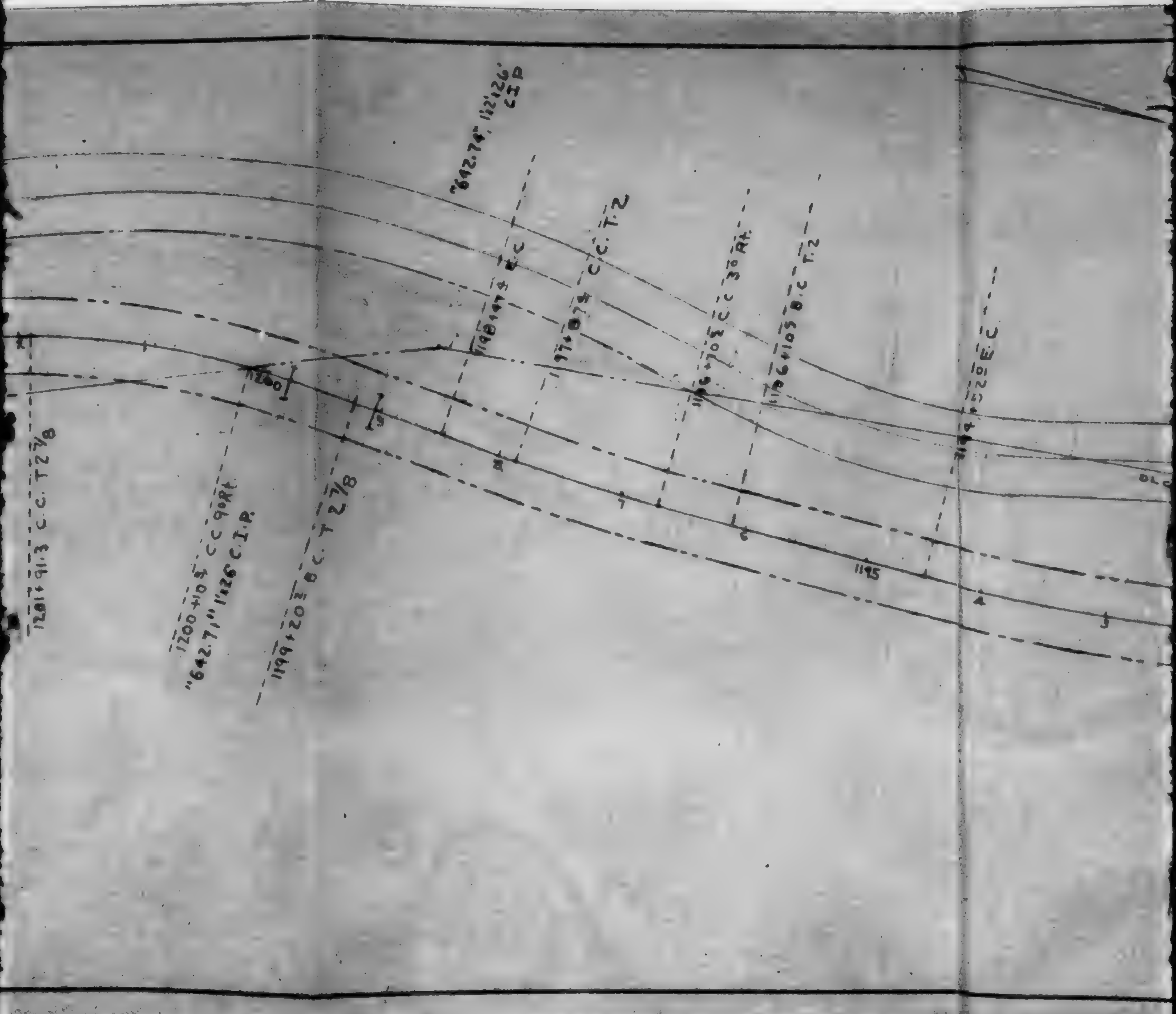
RECEIVED
MAY 11 1959
OFFICE OF
STATE HIGHWAY ENGINEER

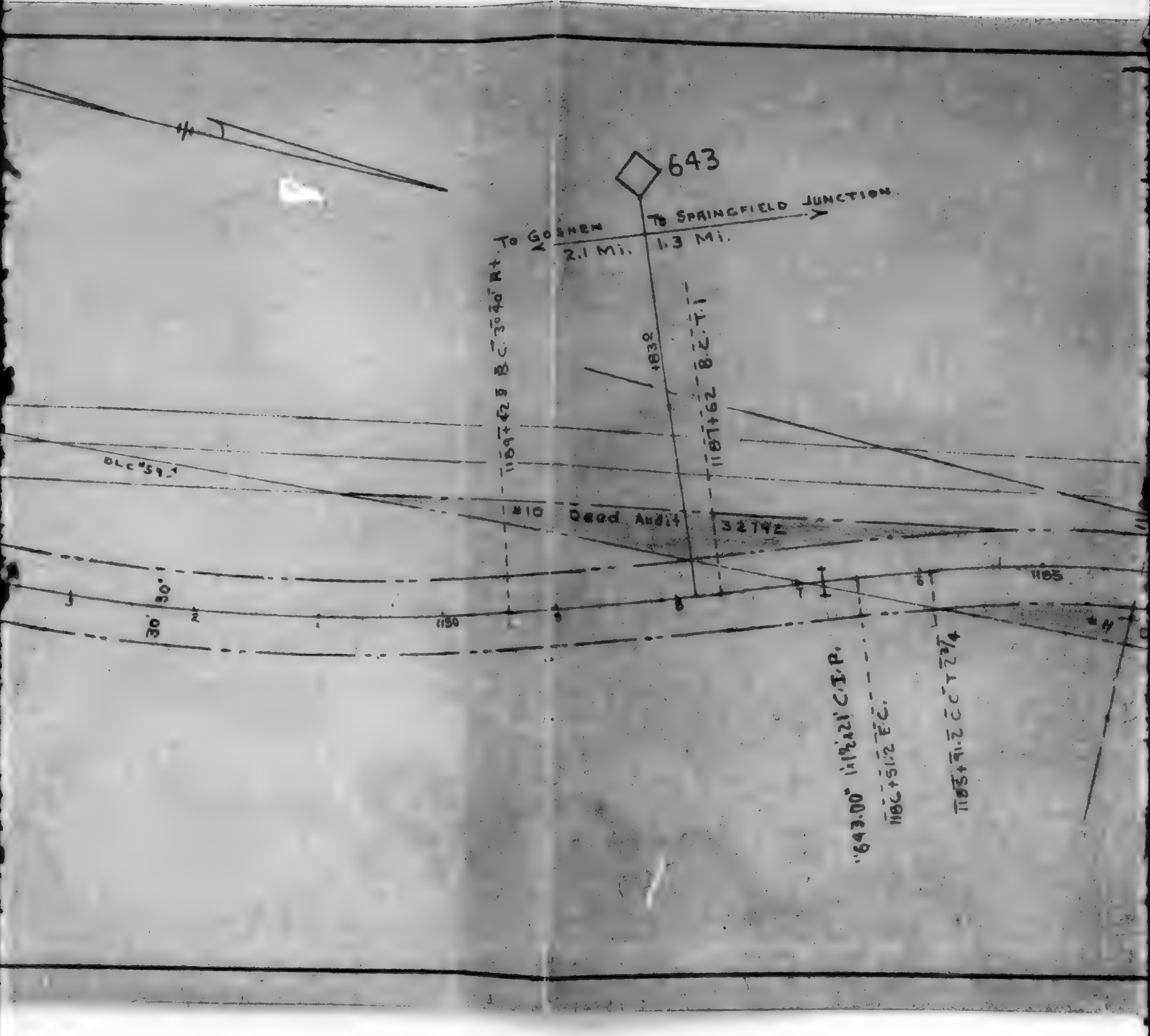
Attch.

MAY 11 1959

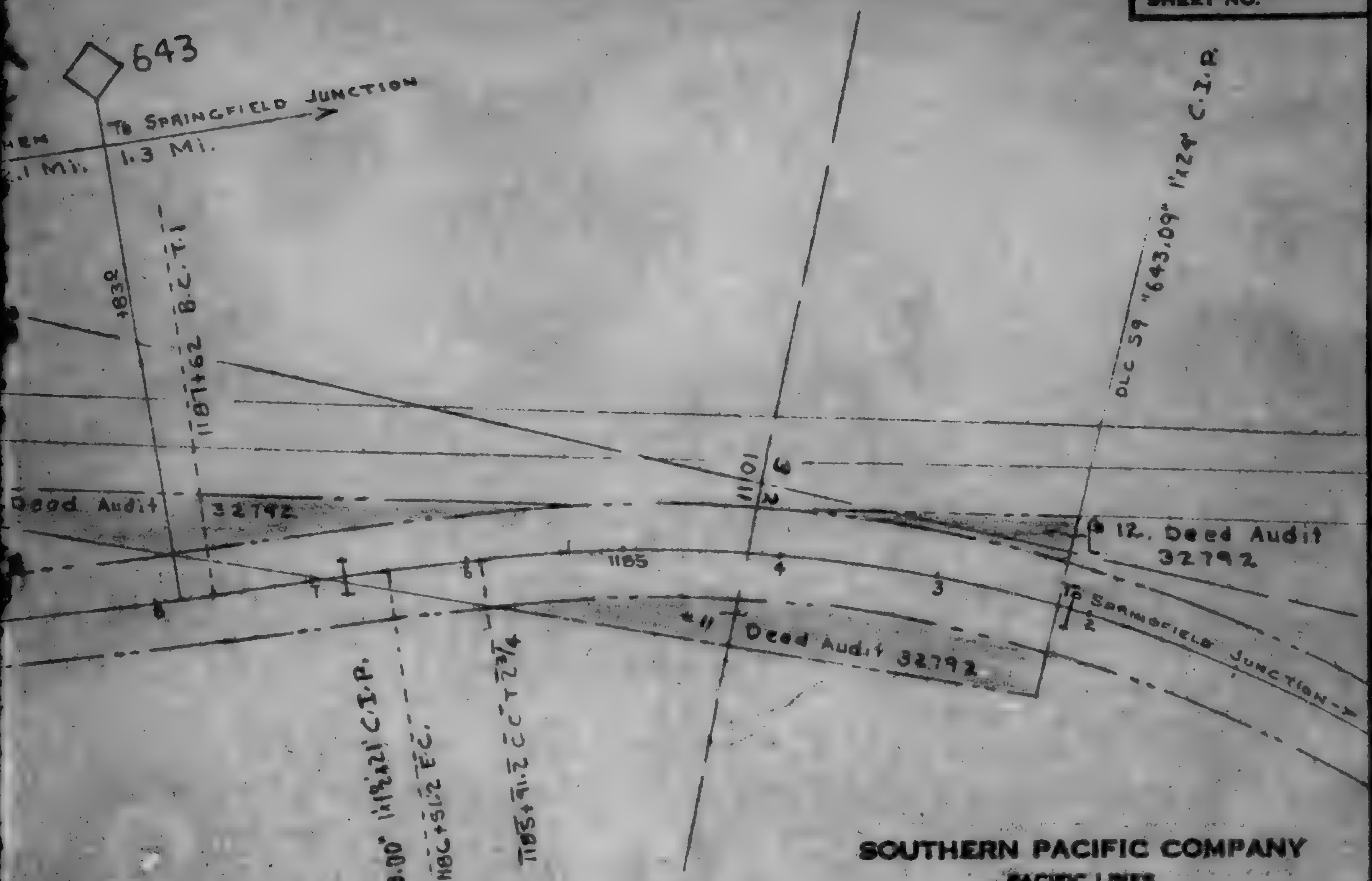

1212+84.3 C.C.T.1
1211+54.3 C.C. 2° Rt.
1210+64.5 B.C.T.1
1210
2
3
4
1215
#4 No Record at Hand
6
7
<- To ASHLAND
LEGEND
shows S. P. Co. property line


STATE HIGHWAY
#9 Deed Audit 32792
#8 Deed Audit 32792
DLC 059
1210
9
8
120
7
6
1205
4
3
2
137°04'
75'
1208+65° E.C.
1208+05° C.C. T.2
1205+42° C.C. 7° Lt.
1204+81.2 B.C. T.2
642.64', 18.66' CIP
1202+81.3 E.C.
1201+91.3 C.C. T.2⅞


"642.74" 1°2'126' CIP
1198+14± E.C
97+87± C.C. T.2
1196+70± C.C 3° Rt.
1196+10± B.C T.2
1194+52± E.C
1201+91.3 C.C. T27/8
1200+10± C.C 9° Rt.
"642.71" 1°126 C.I.P.
1199+20± B.C. T27/8
1200
9
8
7
6
1195
4
3
1194
DLC


643
TO GOSHEN 2.1 Mi.
TO SPRINGFIELD JUNCTION 1.3 Mi.
1189+42.3 B.C. 3°40' Rt.
1832
1187+62 B.C.T.1
DLC "59"
#10 Deed Audit 32792
30'
30'
1190
1185
"643.00" 1184+21 C.I.P.
1186+51.2 E.C.
1183+91.2 C.C. T.2 3/4

PORTLAND DIV'N.
DRAWING C83
SHEET NO.



SOUTHERN PACIFIC COMPANY
PACIFIC LINES
SISKIYOU LINE
M.P. 643
Location of Property Parcels
SCALE: 1 in.=100 ft   MG   May 6, 1959

DRAWER

RECEIVED
1959
FOR FILING

Const

[illegible]

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. 1952

Salem, Oregon
April 23, 1959

Throughway Agreement
Judkins Point-Goshen Section
Pacific Highway
Lane County

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engineer

Attached is a conformed copy of a throughway agreement with Lane County covering the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Board of County Commissioners, Lane County.

Secretary

fn
Attach: 1

RECEIVED
APR 24 1959
FOR FILING

Const
RW
Pac Hwy S

p

c 9a 1952

April 23, 1959

Board of County Commissioners
Lane County Court
Court House
Eugene, Oregon

Gentlemen:

We are enclosing for the records and files of Lane County a fully executed copy of a Throughway Agreement between the State Highway Commission and Lane County covering the Judkins Point-Goshen Section of the Pacific Highway in Lane County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 24 1959
FOR FILING
Const
R/W
Pac. Hwy S.

April 23, 1959

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

The State Highway Department is proposing to convert the existing Pacific Highway between Eugene and Goshen to a divided highway using interstate highway standards. These standards require wider roadbed than the existing highway and at Railroad Station 1204+40 it will be necessary to place a catch basin connecting the culverts under the highway and the railroad track.

Attached are three prints of our Drawing No. 1B-3-1241 showing the encroachment on the Southern Pacific Company's right of way for the installation of this catch basin. Also enclosed is the description of the encroachment.

Your early consideration of this request would be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:gm
Attachments

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter Wright

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1959

SUBJECT: S. P. R. R. Encroachment
McVay Interchange
Judkins Point-Goshen Section
Pacific Highway

To:

Mr. P. M. Stephenson
Assistant Highway Engineer
Office

Attached are five prints of map 1R-3-1241, showing encroachment on S. P. R. R. right of way for the installation of a catch basin. The description for this encroachment, R/W file number 29558, Parcel 2, was submitted to the Right of Way Division April 16, together with a description for the proposed purchase of a portion of railroad property outside a line that is 30 feet from their tracks, as described in R/W file number 29558, Parcel 1, and shown on R/W map number 5B-32-9.

It is our understanding that the Right of Way Division will handle the proposed purchase of the above mentioned Parcel 1, and that you will negotiate with the S. P. R. R. for the encroachment.

Tom Edwards
Construction Engineer

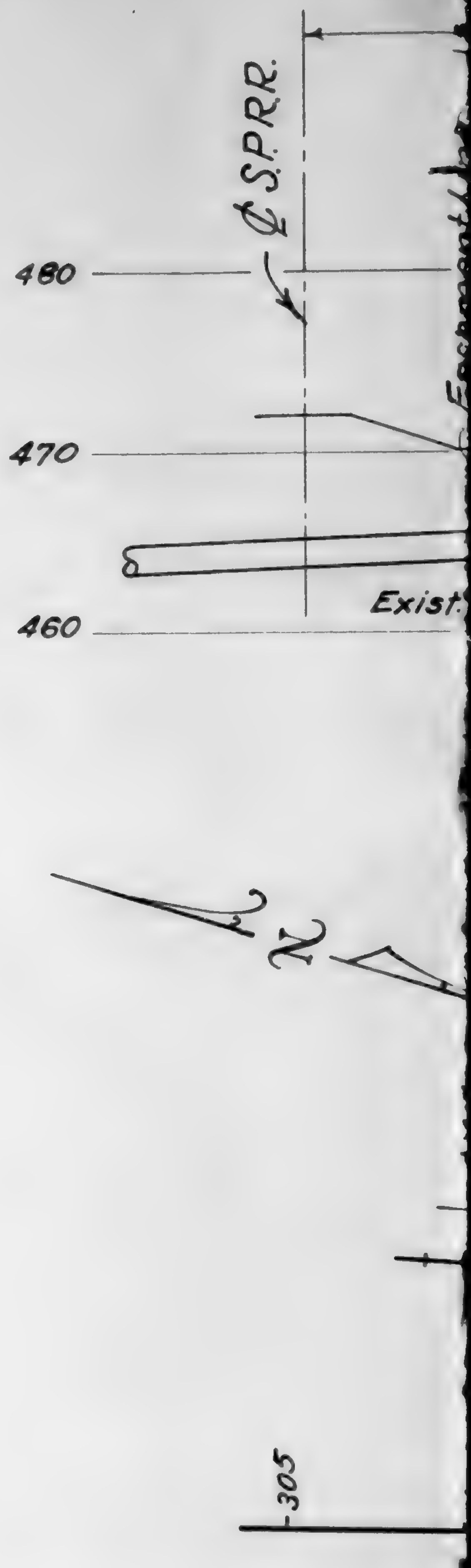
By L. H. Young
L. H. Young
Assistant Construction Engineer

FOS:mm

Attach

cc: W. T. Wright

RECEIVED
APR 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER



OREGON STATE HIGHWAY DEPARTMENT

Located Line

ENCROACHMENT ON S.P.R.R. CO.

McVAY INTERCHANGE - PACIFIC HIGHWAY

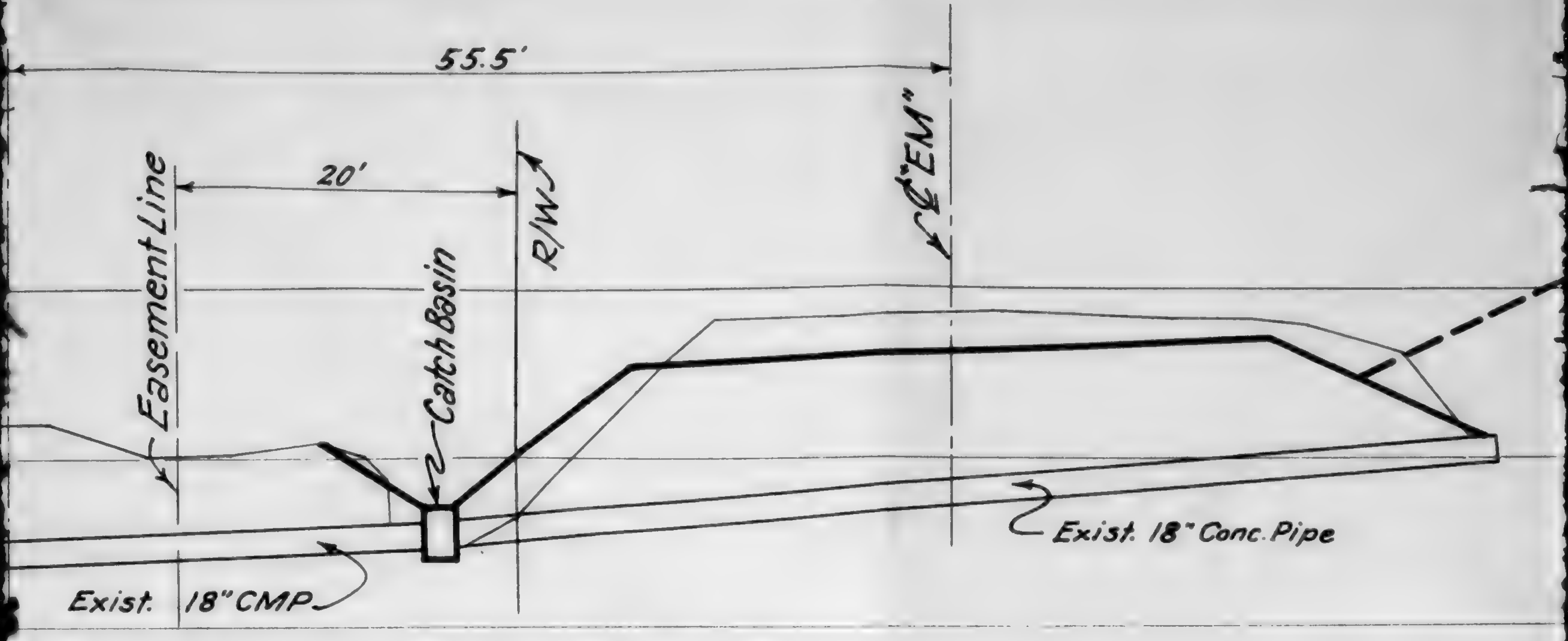
LANE COUNTY

Scale 1"=100' Apr. 1959

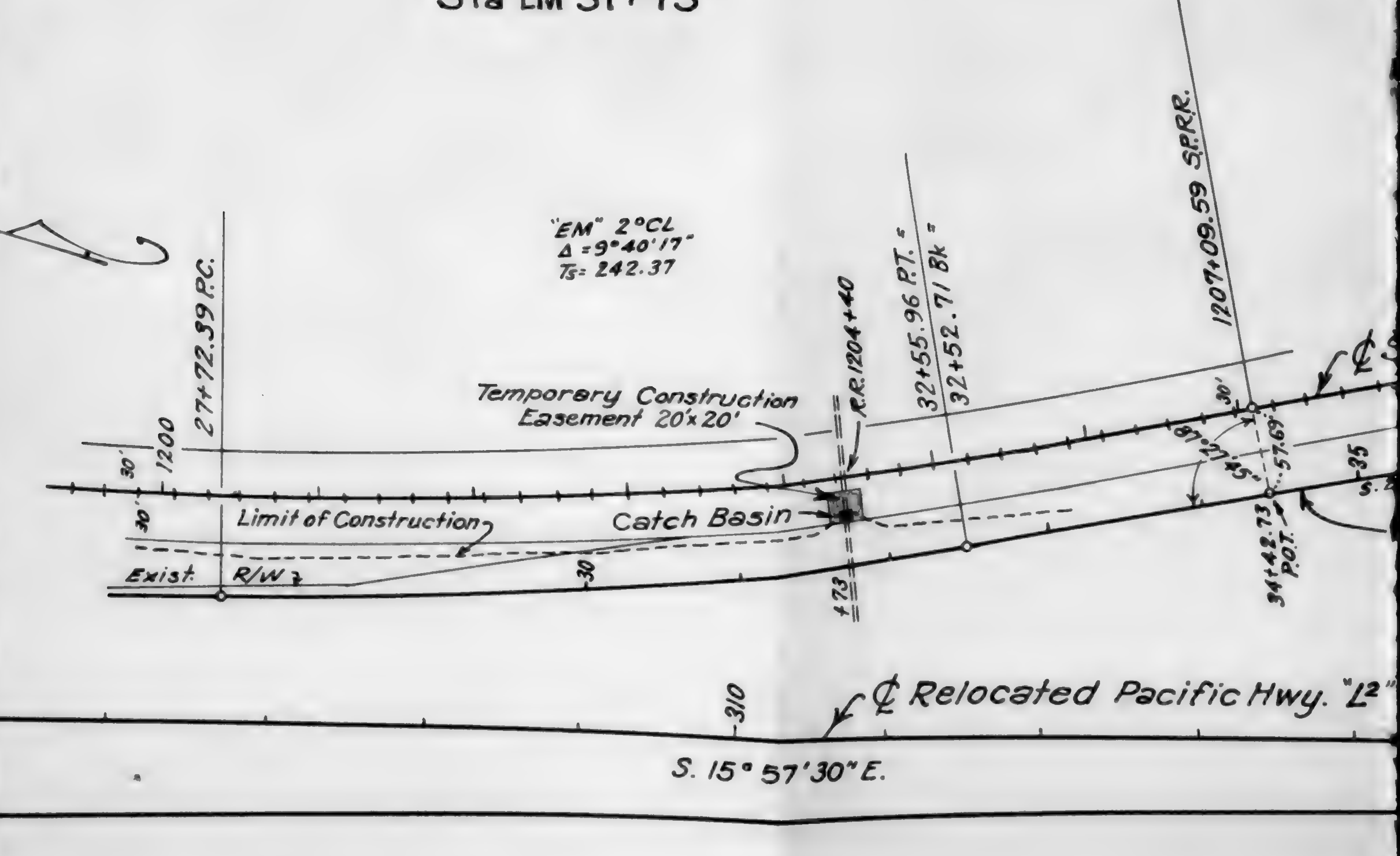
DWG. NO. 1R-3-1241

File 29558

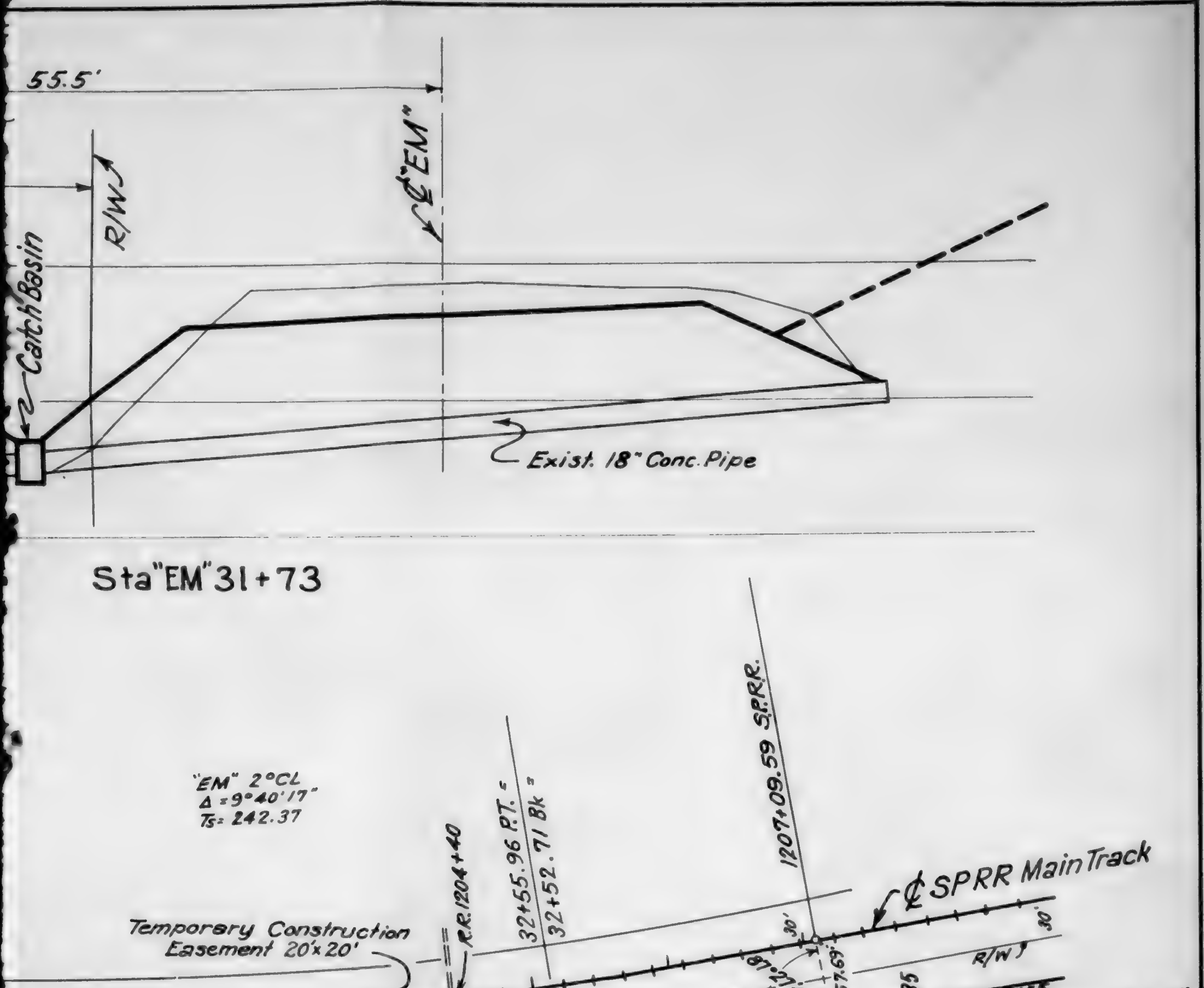
See 5B-32-9


55.5'
20'
Easement Line
Catch Basin
R/W
℄ "EM"
Exist. 18" Conc. Pipe
Exist. 18" CMP

Sta "EM" 31+73


"EM" 2°CL
Δ=9°40'17"
Ts=242.37
27+72.59 P.C.
1200
30'
30'
Temporary Construction
Easement 20'x20'
R.R. 1204+40
32+55.96 P.T. =
32+52.71 Bk =
1207+09.59 S.P.R.R.
30'
57.69'
35
Limit of Construction
Catch Basin
Exist. R/W
30
+73
34+42.73 P.O.T.
310
℄ Relocated Pacific Hwy. "L2"
S. 15° 57' 30" E.

IR-3-1241


55.5'
R/W
℄ "EM"
Catch Basin
Exist. 18" Conc. Pipe
Sta "EM" 31+73
"EM" 2°CL
Δ = 9°40'17"
Ts = 242.37
Temporary Construction
Easement 20'x20'
R.R. 1204+40
32+55.96 P.T. =
32+52.71 Bk =
1207+09.59 S.P.R.R.
℄ SPRR Main Track
30'
30'
R/W
97°27'45"
57.69
-35
S. 25°44'50" E.
℄ McVay Hwy. "EM"
Construction
Catch Basin
-30
+73
34+48.73
P.O.T.
310
315
℄ Relocated Pacific Hwy. "L2"
S. 15° 57' 30" E.

DESCRIPTION ONLY

Southern Pacific Company

Judkins Point-Goshen Section

Lane County

File No. 29558
RR 4-15-59
5B-32-9

Pacific Highway

Right of Way

PARCEL NO. 1
A parcel of land lying in the Northwest quarter (NW¼) of Section 11, Township 18 South, Range 3 West, W.M., Lane County, Oregon; the said parcel being that portion of the Southern Pacific Company right of way situated in the Northwest quarter (NW¼) of said Section 11 lying Westerly of a line parallel with and 30 feet Westerly of the center line of the main track of said Southern Pacific Railroad Company.

The parcel of land to which this description applies contains 2.1 acres.

PARCEL NO. 2 A temporary construction easement, for a catch basin, for the duration of project, over or on the following described parcel to-wit:

A parcel of land lying in the Southwest quarter of the Northwest quarter (SW¼ NW¼) of Section 11, Township 18 South, Range 3 West, W.M., Lane County, Oregon; the said parcel being described as follows:

Beginning at a point which is 30 feet Westerly of (when measured radially to) the center line of the main track of the Southern Pacific Company at Railroad center line Station 1204+50; thence Easterly at right angles, and/or radially to said railroad center line 20 feet; thence Northerly parallel to and 10 feet Westerly of said center line, a distance of 20 feet to a point opposite railroad center line Station 1204+30; thence Westerly at right angles and/or radially to said railroad center line 20 feet; thence Southerly parallel to and 30 feet Westerly of said railroad center line to the point of beginning, containing 400 square feet.

fd/mc

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1959

SUBJECT: Throughway Agreement
Judkins Point-Goshen Section
Pacific Highway
Lane County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the County and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on August 16, 1956

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

8-16-56 Min page 26906
Floyd Query

RECEIVED
[illegible] 1959

FOR FILING
Const
RW
Pac. Hwy. S

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1959

SUBJECT: Agreement between State and Lane County relative to construction of the Judkins Point-Goshen Section of the Pacific Highway as a throughway in Lane County

To: G. S. Paxson
Assistant State Highway Engineer

OFFICE

Attached hereto are six copies of the above entitled agreement as per request of February 27, 1959.

We understand additional exhibit maps will be supplied by County and City Relations.

Richard C. Bemis
RICHARD C. BEMIS
Staff Attorney

RCB:klf
Attachments
cc: L. I. Lindas

RECEIVED
MAR 11 1959
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR - [illegible] 1959
FOR FILING

Const
R/W
Pac. Hwy.

Salem, Oregon
February 27, 1959

Mr. Leonard I. Lindas
OFFICE

Throughway Agreement
Judkins Point-Goshen Section
Pacific Highway
Lane County

Attached is a draft of an agreement covering the subject named project. Will you please have six copies of the agreement prepared in addition to any required by the Legal Division.

G. S. Paxson
Assistant State Highway Engineer

JDG:cg
Att.

D
R
A
F
T

AGREEMENT

THIS AGREEMENT, made and entered into this ________ day of ______________________, 1959, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State"; and LANE COUNTY, a political subdivision of the State of Oregon, by and through its Board of County Commissioners, hereinafter called "County";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon and for the promotion of the safe and expeditious flow of traffic, State and County plan and propose to construct the Judkins Point-Goshen Section of the Pacific Highway, State Primary Highway No. 1, as a throughway as that term is defined in ORS 374.010. Hereinafter, all acts necessary to accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, ORS 374.075 and ORS 374.080, State and County may enter into agreements for the construction, reconstruction, improvement or maintenance of any road, highway, throughway or street.

3. Pursuant to ORS 374.060 and ORS 374.065, State is ~~empowered,~~ empowered, with the official approval of County, to close any street or road at or near its point of intersection with the throughway or to make provision for the carrying of the street or road over or under the throughway. ORS 374.065 further provides that after the establishment of the throughway, no county road shall be constructed running into or intersecting the throughway unless the plans and specifications have first been submitted to and approved in writing by the State.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

d
r
a
f
t

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts and supervise construction of the project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a map of one page showing the general plans and location of said project.

2. State shall construct and thereafter maintain a separation structure carrying the throughway over relocated Henderson Avenue as shown colored in purple on the attached Exhibit "A."

3. State shall relocate and construct Henderson Avenue and its connections as shown colored in orange on the attached Exhibit "A."

4. State shall construct a connecting road between Harrison Avenue and Morton Avenue as shown colored in yellow on the attached Exhibit "A."

5. State shall construct a service road along the westerly side of the throughway from Henderson Avenue southerly for approximately 500 feet as shown colored in yellow on the attached Exhibit "A."

6. State shall construct and thereafter maintain the McVay Interchange as shown colored in green on the attached Exhibit "A."

7. State shall construct a service road from the future Bloomberg Road southerly along the westerly side of the throughway as shown colored in orange on the attached Exhibit "A."

8. State shall close the following roads in the following manner and at the following locations: (All points of closure are shown by red lines on the attached Exhibit "A.")

a. Henderson Avenue at the easterly and westerly right-of-way boundary lines of the throughway.

b. Morton Avenue at the easterly right-of-way boundary line of the throughway, and at the easterly edge of the road described in paragraph 5 above.

c. Fir Cove Road ~~at the westerly right-of-way boundary line of the throughway~~.

DRAFT

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A," including all of the provisions set forth under THINGS TO BE DONE BY STATE.

2. County, upon completion by State of the provisions as described and set forth in paragraphs 3, 4, 5, and 7 under THINGS TO BE DONE BY STATE, agrees, at its sole expense to assume the maintenance of and jurisdiction over the said roads as described in said paragraphs 3, 4, 5, and 7.

3. County consents to the closure of those certain roads as described in paragraph 8 under THINGS TO BE DONE BY STATE.

4. County acknowledges the effect and scope of ORS 366.320 (3) and pursuant thereto consents to the vesting in State of those portions of the right-of-way of the County within the right-of-way boundaries of the said throughway.

5. County agrees that no county road shall be constructed running into or intersecting the said throughway without the written consent of State.

6. County shall execute this agreement during a duly authorized session of its Board of County Commissioners.

IN WITNESS WHEREOF, the parties hereto have subscribed thier names and affixed their seals as of the day and year first above written.

ATTEST:

Secretary

APPROVED:

Assistant State Highway Engineer

APPROVED AS TO FORM:

Chief Counsel

STATE OF OREGON, by and through
its State Highway Commission

By
Chairman

By
Commissioner

By
Commissioner

COUNTY OF LANE, by and through
its Board of County Commissioners

By
Chairman

JDG:cg
1/29/59

D
R
A
F
T

ATTEST:

By______________________________
County Commissioner

____
County Clerk

By______________________________
County Commissioner

JDG:cg
1/29/59

RECEIVED
APR 16 1958
FOR FILING

Const
RW
Pac. Hwy. S

MISC. CONTRACTS and
AGREEMENTS No. 1152

Salem, Oregon
April 9, 1958

Throughway Agreement, Pacific Highway
Judkins Point Unit
Judkins Point-Goshen Section
Lane County

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

409

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of a throughway agreement with Lane County covering the Judkins Point Unit, Judkins Point-Goshen Section of the Pacific Highway in Lane County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Lane County.

Secretary

rn
Attach: 1

RECEIVED
APR 9 1958
FOR FILING

Const
RW
Pac. Hwy. S.

April 9, 1958

Board of County Commissioners
Lane County Court House
Eugene, Oregon

Gentlemen:

We are enclosing for the records and files of Lane County a fully executed copy of a Throughway Agreement between the State Highway Commission and Lane County covering the Judkins Point Unit, Judkins Point-Goshen Section of the Pacific Highway in Lane County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1958

SUBJECT: Throughway Agreement, Pacific Highway
Judkins Point Unit
Judkins Point-Goshen Section
Lane County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of the subject named agreement. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved by the Commission on August 16, 1956. This completes Assignment No. 409.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Apr 3, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-16-56 minute Page 44
Secretary

RECEIVED
APR 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1958
FOR FILING

Const
R/W
Pac. Hwy. S.

Salem, Oregon
February 13, 1958

Throughway Agreements,
Lane County and City of Eugene:
Judkins Point Unit,
Judkins Point-Goshen Section,
Pacific Highway

Mr. Leonard I. Lindas
OFFICE

Attached are two drafts for your information in preparing the subject named agreements.

Will you please prepare six copies each of the city and county agreements in addition to any required by the Legal Division. Copies of the exhibit will be furnished by the County and City Relations Division when available.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm

Att.

cc: C. G. Swenson

FORM 230—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1958

SUBJECT: Throughway Agreement
Lane County and City of Eugene
Judkins Point Unit,
Judkins Point-Goshen Section
Pacific Highway

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are the six requested copies of above named agreement as per your letter of February 13th.

As only one exhibit map was sent to us, we have attached same to our file copy and understand that County and City Relations Division will furnish additional maps.

GLEN V. SORENSEN
Staff Attorney

GVS:mmb
Attachments

RECEIVED
3 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAR 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

S-472(1) Bernards Corner-Purdys Corner 1961
Sec., FAS Rts. 889 & 111,
#5946 southerly of Carlton

C&A
2379
6-15-61

RECEIVED
1962

FOR FILE

5946

November 9, 1962

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

Contract #5946 awarded to C. C. Meisel for the stone base and oiling of the Bernards Cor.-Purdy's Corner Section of FAS Routes: #889, #111 in Yamhill County was completed October 1, 1962 and accepted by the Highway Commission on November 1, 1962.

Final payment, in the amount of $4,330.09 will be released to the contractor after November 19, 1962. The total contract amount is $145,859.57 including $2,189.72 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al
cc: Portland Branch Office
Standard Accident Ins. Co.
620 Oregon Bank Bldg.
Portland 4, Oregon

C. C. Meisel
P. O. Box 206
McMinnville, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 27, 1962

Section Bernards Corner-Purdys Corner

Kind of work Stone Base & Oiling

Highway FAS Rtes. 889 & 111 County Yamhill

Section prefix 536-1052

Contractor C.C. Meisel

Contract number 5946

Date of contract July 10, 1961

Specified work days 70 Base 135 Total

Date work started July 10, 1961

Work days used 80 114

Project authorization $158,721.88

Exclusive of engineering $147,434.87

Per cent of time elapsed 114% 84% %

Estimated cost of completed project, exclusive of engineering $145,859.57

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $11,286.88

Engineering cost to date $12,800, 113 %

Date project was completed October 1, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	-	-	100%	100%	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-Final Estimate was submitted to the Division Office on Monday, October 22, 1962.

Final Report on this project.

OCT 29 1962

Signed Resident Engineer

Address P.O. Box 4699, Sellwood Sta., Portland 2, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.48		4.48	
Miles partially completed		-		-	
Miles completed		4.48		4.48	
Total estimated quantities (contract)		57,600		335	
Total quantities corrected to date		57,414		314	
Estimated quantities moved or placed to date		57,414		314	
Average daily quantities		0		0	
Average daily quantities necessary to complete project on time		0		0	
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Overcast		
Friday	Rain		
Saturday	"		

RECEIVED
AUG 27 1962
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 21, 1962

[illegible], Division Engineer
08-35.4-DA Salem, Oregon

Oregon Projects S-472(1) and S-95(3)
Bernards Corner-Purdy Corner

Reference is made to your letter dated August 15, 1962 concerning some deficiency in gradation of the coarse base and 3/4"-0" leveling course materials, subject projects.

We have reviewed your analysis and concur in your conclusion that the use of these materials will provide the desired end result, a good firm base on which to place the oil mat surface. We also concur in your recommendation that these materials, as incorporated in the project, be accepted.

Original to Construction Division
Copy to Young
mc

RECEIVED
[illegible] 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KEN[illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

472(1)

5946

August 15, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Gradation of Base Material
Bernards Corner-Purdy Corner
Projects S-472(1) and S-95(3)
Contract No. 5946

Dear Sir:

The laboratory reports on the gradation of the coarse base and 3/4"-0 leveling course material on this project show that some of the material does not meet the contract gradation specifications. In general, the tests show that the material is on the fine side. A tabulation of the tests is attached. These test results show:

Size	Ave. ret. on 3/4"	Max & Min	Specified Max & Min
1-1/2"-0	23.5%	30.0% - 18.1%	40% - 20%
	Ave. pass 1/4"		
1-1/2"-0	45.4%	54.6% - 38.0%	50% - 35%
	Ave. ret. on 3/8"	Max.& Min.	Specified Max & Min
3/4"-0	22.0%	33.1% - 16.4%	40% - 20%
	Ave. pass 1/4"		
3/4"-0	59.5%	69.7% - 50.1%	60% - 40%

These tests show that the average of all samples is within the specified limits, even though some samples in each case are outside those limits. There were no failing tests for LL, PI or sand equivalent.

The project was started in 1961, and the contractor was ordered to place only about two-thirds the total coarse base during that construction season. The timing of the project was such that the oiling could not be done during 1961, so it was decided to hold the job over the winter with only enough rock to carry traffic for the one season. No leveling course was placed in 1961. During the winter, traffic on the road segregated the surfacing to some extent, and this resulted in the larger rock being deposited on the surface at the edge of the roadway.

NOTED
R. L. PORTER

When this rock was bladed back toward the center of the roadway, it had very little fine material in it, and the engineer ordered the maximum allowable fines in the remainder of the rock to be placed. Field checks on this rock showed passing material, but the central laboratory shows slight amounts of excess fine material.

The material produced, when placed on the road, provided the desired results and the end result was a good firm base on which to place the oil mat surface. It is therefore recommended that the material incorporated into the project be accepted as constructed.

Your concurrence in this recommendation is solicited.

Very truly yours,

F. D. Morgan
Construction Engineer

By Klaboe
F. B. Klaboe
Assistant Construction Engineer

Enc.

CHB:fp

cc R. L. Porter
L. H. Young
G. W. Harra

RECEIVED
AUG 1 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

3/4 - 0
BPR Record Samples
Bernards Corner - Purdys Corner

No.	% Ret 3/8	% Pass 1/4	Sand Eq.
A 39997	27.1	51.4	70.8
40000	33.1	54.7	65.3
93335	17.5	61.7	61.1
93336	26.6	56.0	58.6
93337	22.3	69.7	57.6
93338	17.5	73.8	58.7
93467	20.0	57.2	64.3
	Av. 23.4	Av. 60.6	Av. 62.3

Production Samples

No.	% Ret 3/8	% Pass 1/4	Sand Eq.
A 80066	28.2	50.1	
80067	25.6	51.6	
80068	30.1	50.2	
93460	19.3	62.9	61.0
93489	18.4	63.7	67.8
93493	16.4	65.5	65.4
93463	18.9	61.4	54.6
93462	18.8	61.5	56.8
93461	17.4	59.2	56.8
93465	20.0	59.5	42.5
93464	19.4	61.4	51.5
	Av. 21.2	Av. 58.8	Av. 57.1

1 1/2 - 0
BPR Record Samples
Bernards Corner - Purdys Corner

No.	% Ret 3/4	% Pass 1/4	Sand Eq.
602349	19.6	44.1	45.6
51	26.6	41.6	44.1
53	20.1	51.9	51.8
55	24.2	47.1	53.3
57	18.1	54.6	50.9
59	22.0	48.9	46.9
61	23.6	47.1	37.1
	Av. 22.0	Av. 49.3	Av. 47.1

Production Samples

No.	% Ret 3/4	% Pass 1/4	Sand Eq.
93477	28.2	43.2	
93476A	19.8	41.6	
93476B	19.6	41.4	
93476C	19.6	47.8	
80075	26.4	42.9	
93454	26.0	46.3	
93481	30.0	38.0	55.6
93483	27.0	42.9	76.2
93485	26.1	40.9	71.0
93457	25.5	42.0	61.4
93456	21.5	45.5	64.4
93486	21.9	50.9	65.0
93124	23.6	47.9	63.2
93459	23.5	47.4	67.3
	Av. 24.2	Av. 44.2	Av. 65.5

RECEIVED
2, 1961
FOR FILING

9-28-61

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 10-10	FO R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE **Oregon**
PROJECT REPORT NO. [illegible]	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Yamhill**
		PROJECT NO. **S-95(3)**

5944

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. From 1.3 Mi. W. of Carlton, South

(South Unit, Bernard's Corner-Purdy's Corner Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-61	1.2
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 41,508	$ 26,100

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

~~Deputy~~ **State Highway Engineer**
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
(Division Engineer)

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer **September 28, 1961**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

September 21, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Bernards Corner-Purdys Corner Section, Project No. S-95(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

July 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Bernards Corner - Purdys Corner Section, Project No. S-95(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bm

Oregon State Highway Department

Federal Aid Secondary
Project No. S-95(3)

BERNARDS CORNER - [illegible] CORNER SECTION OF FAS

ROUTE 111 IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1961

Type Code 5231
Roadway (Sta. 0+00 thru Sta. 29+65 = 0.00 to Sta. 33+28.5)
(Contract No. 5946)

Coarse Crushed Material in Base	13,400	tons	$ 1.93	$25,862.00
3/4"-0 Material in Base	2,000	tons	2.00	4,000.00
Sprinkling	305	M-gal.	2.50	762.50
Preparation of Base	1.20	miles	200.00	240.00
3/4"-0 Material in Binder Course	115	cu. yds.	3.65	419.75
Furnishing and Placing Aggregates	720	cu. yds.	3.90	2,808.00
Rc-3 Asphalt	20	tons	41.00	820.00
120-150 Asphalt	55	tons	38.50	2,117.00
RS-1 Asphalt	15	tons	41.00	615.00
				$37,644.75

Flagging (57½% of Contractor's Cost)	All Required (30%)	$ 90.00
	Subtotal	$37,734.75
	10% Engr. & Cont.	3,773.25
	Total	$41,508.00

Length of Roadway - - - - - - - - - - - 1.96 miles
Cost of Roadway per mile - - - - - - $34,705.68

Federal Funds	$26,100.00
State Funds	7,704.00
County Funds	7,704.00
	$41,508.00

State Funds for Const.: Chap 175, laws 1917; Chap 31, laws 1920;
Chap 529, laws 1939

Funds for Const.: Chap 529, laws 1939

RECEIVED
2 1961
FOR FILING

9-28-61

10-9

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FO 'R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE **Oregon**
PROJECT REPORT NO. S-472(1) 6/4/6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Yamhill**
		PROJECT NO. **S-472(1)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. From 1.3 Mi. W. Carlton N. 3.3 Mi.

(North Unit, Purdy's Corner-Bernard's Corner Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-61	3.2
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 113,686	$ 68,400

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk**
(Division Engineer)

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer **September 28, 1961**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

September 21, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Bernards Corner-Purdys Corner Section, Project No. S-472(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

July 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Bernards Corner-Purdys Corner Section, Project No. S-472(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-472(1)

BERNARDS CORNER-PUNDYS CORNER SECTION
OF FAS ROUTE 869 IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1961

Type Code 5231
Roadway (Sta. 33+28.5 to Sta. 206+60)(Contract No. 5946)

Coarse Crushed Material in Base	36,700	ton	$ 1.93	$ 70,831.00
3/4" - 0 Material in Base	5,500	ton	2.00	11,000.00
Sprinkling	845	M-gal.	2.50	2,112.50
Preparation of Base	3.28	mile	200.00	656.00
3/4" - 0 Material in Binder Course	315	cu.yd.	3.65	1,149.75
Furnishing and Placing Aggregates	1,980	cu.yd.	3.90	7,722.00
RC-3 Asphalt	50	ton	41.00	2,050.00
120-150 Asphalt	150	ton	38.50	5,775.00
RS-1 Asphalt	45	ton	41.00	1,845.00
				$103,141.25
Flagging (57½% of Contractor's Cost)	All Required (70%)			210.00
	Subtotal			$103,351.25
	10% Engr. & Cont.			10,334.75
	Total			$113,686.00

Length of Roadway - - - - - - - - 3.282 Miles
Cost of Roadway Per Mile- - - - $34,639.24

Federal Funds -	$ 68,400.00
State Funds -	20,046.00
County Funds- -	25,240.00
	$113,686.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
SEP 5 1961
FOR FILING

5946

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1961

SUBJECT: Bernards Corner-Purdys Corner Sec.
Contract No. 5946

To:
MEMO TO THE FILES

Mr. Clair Meisel, contractor on the subject-named project, came in the office this date and suggested that only a portion of the base surfacing on this job be put on this fall. He did this with the idea in mind that his plant could be better utilized on the Sugarloaf Mountain-King Creek Section on which he is the subcontractor for White Bros. Inquiry of Division 3 disclosed that surfacing materials would be needed on this section this winter in order to properly get traffic through the job. Mr. Meisel further said that the conflict in scheduling of these jobs was a result of the recent equipment operators strike.

I checked with Mr. Jacobs, County Engineer of Yamhill County, and he was definitely in favor of placing only 8 inches of base surfacing on the Bernards Corner-Purdys Corner Section this fall and putting the balance of the rock on next spring. In fact, this had been his original suggestion with regards to the job. He also agreed that the County would maintain the road during the winter season and was of the opinion that 8 inches of rock would suffice to carry the winter traffic on this section.

It should also be borne in mind that the rock source for the Sugarloaf Mountain-King Creek and King Creek-Bridge Sections is a common source. This could lead to a conflict in the quarry. It would appear advantageous to have Mr. Meisel move in early and get out of the quarry by January or February so that this conflict would not occur.

With the foregoing thoughts in mind, Mr. A. E. Johnson was instructed to place an 8-inch lift of rock through the Bernards Corner-Purdys Corner Section and then give the contractor a stop order based on the County's expressed preference to only have a portion of the base put on this fall.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
cc Forrest Cooper
A. E. Johnson
F. D. Morgan
Lowell A. Johnston

RECEIVED
AUG 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1961
FOR FILING
5946

FORM E-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 27, 1961

Mr. C. C. Meisel
P. O. Box 206
McMinnville
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5946, awarded July 10, 1961, for stone base-oiling the Bernards Corner-Purdys Corner Section of FAS Routes #889 and #111 in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN 15 1961
FOR FILING

June 15, 1961

County Court of Yamhill County
Court House
McMinnville, Oregon

Gentlemen:

We are enclosing for the records and files of t Yamhill County a fully executed copy of an agreement between the State Highway Commission and Yamhill County covering the Bernards Corner-Purdys Corner project on FAS 111 and 889

Very truly yours

Secretary
OREGON STATE HIGHWAY COMM.

rn
Enc.

RECEIVED
JUN 23 1961
FOR FILING

S-4291(1)

5746

Yamhill

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
June 15, 1961

FAS Project Agreement
Yamhill County

Mr C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Yamhill County covering the Bernards Corner-Purdys Corner project on FAS 111 and 889 in Yamhill County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Yamhill County Court.

Secretary

rn
Attach: 1

FORM E-30 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1961

SUBJECT: FAS Project Agreement
Yamhill County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Bernards Corner-Purdys Corner project on FAS 111 and 889. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 9/29/60.

John D Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
W H Parsons
Assistant State Highway Engineer

See 1st sheet of agreement

[illegible]-29(11) King Cr.-Bridge Sec., Coos 1961
Bay-Roseburg Hwy. E. of
[illegible] Myrtle Point.

RECEIVED
SEP 27 1965
FOR FILING

STATE COPY

Mo... transmittal number 406	FO... PR-2A (5-...57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	...ate Oregon
Project report number FBF 29 (11) 11 5947	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-10-65	County Coos Project number FBF-29(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 22, 19 62, is hereby modified as follows:

Revised estimated total cost of project $ ____________

Revised Federal funds $ ____________

Other revisions

Modified to identify the bond issues for this project.
(See sheet attached).

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of September, 19 65.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ____________

Assistant State Highway Engineer
(Title)

By ~~A. W. Parsons~~
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

By ____________

____
(Title)

By ____________

____
(Title)

USCOMM-DC 8120-P63

BOND ISSUES

State Funds for Const.:	Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Bond Indebtedness Laws:	Chap. 381, laws 1961; Chap. 483, laws 1961.
State Funds for Maint.:	Chap. 529, laws 1939.

Oregon Laws Chap. 381, Laws 1961

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000,000	Jan. 1, 1962	Jan. 1, 1963

Oregon Laws Chap. 483, Laws 1961

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000,000	Jan. 1, 1962	Jan. 1, 1963

July 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of project agreement to include the bond maturity dates and amounts for the King Creek-Bridge Section, Project No. ERF-29(11). This project has been modified by the audit final voucher and those total amounts should be used.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

cc: C. H. Maison

DAR:im

Oregon State Highway Department

Federal Aid
Project No. EBF-29(11)

KING CREEK-BRIDGE SECTION OF THE
COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Revised project agreement estimate to include the bond maturity dates and amounts. Not as a basis for modification of project agreement.)

Salem, Oregon, July 27, 1965

Type Code 5231
Roadway (Sta. 410+00 to Sta. 549+26.28)(Contract 5941)

Clearing and Grubbing	All	Required		$ 24,000.00
Drainage Excavation, Unclassified	5,100	cu.yds.	$ 3.00	15,300.00
Embankment Foundation Excavation, Unclassified	9,200	cu.yds.	1.05	9,660.00
General Excavation, Location "A", Unclassified	253,000	cu.yds.	0.45	113,850.00
General Excavation, Location "B", Unclassified	24,000	cu.yds.	1.00	24,000.00
Short Overhaul	833,000	yd.sta.	0.01	8,330.00
Long Overhaul	17,800	C-yd.sta.	0.35	6,230.00
Finishing Roadbed and Slopes	1.97	miles	1,000.00	1,970.00
Rounding Cutbanks	10,250	lin.ft.	0.16	1,640.00
12-inch Corrugated Metal Pipe	350	lin.ft.	3.75	1,312.50
18-inch Corrugated Metal Pipe	600	lin.ft.	5.25	3,150.00
24-inch Corrugated Metal Pipe	280	lin.ft.	8.00	2,240.00
36-inch Corrugated Metal Pipe	200	lin.ft.	13.50	2,700.00
Salvaging and Reinstalling Culvert Pipe	230	lin.ft.	3.00	690.00
6-inch Perforated Metal Drain Pipe	440	lin.ft.	2.00	880.00
8-inch Perforated Metal Drain Pipe	11,200	lin.ft.	2.45	27,440.00
8-inch Metal Drain Pipe	40	lin.ft.	2.60	104.00
Special Backfill in Drains	1,630	cu.yds.	5.75	9,372.50
Class "A" Concrete in Box Culverts	350	cu.yds.	75.00	26,250.00
Metal Reinforcement in Box Culverts	73,000	lbs.	0.15	10,950.00
Metal Guard Rail	8,600	lin.ft.	2.65	22,790.00
Guide Posts, Type W-2	110	only	7.50	825.00
Type 1 Fence	70	rods	5.50	385.00
Type 2 Fence	500	rods	6.25	3,125.00
16' x 48" Metal Gates	2	only	95.00	190.00
Coarse Crushed Material in Base	57,300	tons	1.80	103,140.00
3/4" - 0 Material in Base	5,700	tons	1.80	10,260.00
Sprinkling	2,000	M-gal.	3.00	6,000.00
Preparation of Base	2.48	miles	2.50	6.20
3/4" - 0 Material in Binder Course	500	cu.yds.	3.60	1,800.00
Furnishing and Placing Aggregates	3,250	cu.yds.	5.75	18,687.50
RC-3 Asphalt	80	tons	48.00	3,840.00
200-300 Asphalt	250	tons	47.00	11,750.00
RS-1 Asphalt	70	tons	47.00	3,290.00
				$476,157.70

Signing (Temporary)	All Required	$ 1,300.00
Flagging (57½% of Contractor's Cost)	All Required	12,000.00
Seeding and Mulching	All Required	1,220.00
Horizontal Drains	All Required	15,000.00
Adjust Water Lines (EWO)	All Required	3,200.00
		$ 32,720.00

Utility Work

Work by West Coast Tel. Co.	All Required	$ 7,800.00
Work by Coos-Curry Electric Co-op.	All Required	13,000.00
		$ 20,800.00
	Subtotal	$529,677.70
	10% Engr. & Cont.	52,967.30
	Total	$582,645.00

Type Code X031
Middle Fork Coquille River Bridge (Br. No. 8936)(Sta. 492+48 to Sta. 495+80)
(Contract 5947)

Shoring, Cribbing, etc.	All Required (50%)		$ 21,000.00
Structural Excavation	920 cu.yds.	$ 6.00	5,520.00
Structural Excavation Below Elevation Shown	50 cu.yds.	15.00	750.00
Furnish 10" BP 42# Steel Piling	1,390 lin.ft.	4.40	6,116.00
Drive Steel Piles	36 only	55.00	1,980.00
Splice Steel Piles	9 only	40.00	360.00
Class "A" Concrete (1,008 cu.yds.)	All Required (45%)		71,550.00
Metal Reinforcement (208,000 lbs.)	All Required (46%)		27,876.00
Structural Steel (84,000 lbs.)	All Required (25%)		22,500.00
Metal Parapet Railing	662 lin.ft.	4.50	2,979.00
8-inch Metal Drain Pipe	70 lin.ft.	2.60	182.00
			$160,813.00

Type Code X031
Middle Fork Coquille River Bridge (Br. No. 8935)(Sta. 517+60 to Sta. 522+40)
(Contract 5947)

Shoring, Cribbing, etc.	All Required (50%)		$ 21,000.00
Structural Excavation	680 cu.yds.	6.00	4,080.00
Structural Excavation Below Elevation Shown	30 cu.yds.	15.00	450.00
Furnish 10" BP 42# Steel Piling	3,470 lin.ft.	4.40	15,268.00
Drive Steel Piles	130 only	55.00	7,150.00
Splice Steel Piles	33 only	40.00	1,320.00
Class "A" Concrete (1,232 cu.yds.)	All Required (55%)		87,450.00
Metal Reinforcement (241,000 lbs.)	All Required (54%)		32,724.00
Structural Steel (249,300 lbs.)	All Required (75%)		67,500.00
Metal Parapet Railing	958 lin.ft.	4.50	4,311.00
8-inch Metal Drain Pipe	70 lin.ft.	2.60	182.00
			$241,435.00

Subtotal	$402,248.00
10% Engr. & Cont.	40,224.00
Total	$442,472.00

Length of Roadway	2.484 Miles
Length of 2 Structures	0.154 Mile
Total Length	$234,559.17

Summary of Funds

Roadway	$ 582,645.00	$367,000.00	$215,645.00
Structures	442,472.00	278,000.00	164,472.00
	$1,025,117.00	$645,000.00	$380,117.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Bond Indebtedness Laws: Chap. 381, laws 1961; Chap. 483, laws 1961.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon Laws Chap. 381, Laws 1961

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000,000	Jan. 1, 1962	Jan. 1, 1963

Oregon Laws Chap. 483, Laws 1961

Issue	Amount	Date of Issue	Beginning Date of Maturity
only	$4,000,000	Jan. 1, 1962	Jan. 1, 1963

KING CREEK-BRIDGE SECTION

PROJECT NO. EBF-29(11)

Estimated cost of work by the Coos-Curry Electric Cooperative, Inc.

Construction Materials		$ 4,495.84
Construction Labor		7,453.00
Brushing (1 Unit) Labor		1,000.00
Retirement Labor		2,429.00
Salvage (Retirement Material)		2,285.58 Cr.
		$13,093.42
	USE	13,000.00

Estimated cost of work by the West Coast Telephone Company

Labor		$ 1,520.00
Material		5,020.00
Equipment		460.00
Overhead		840.00
		$ 7,840.00
	USE	$ 7,800.00

Monthly transaction number 3-64	Form A U.S. DEPARTMENT OF COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-2-6	County Coos
		Project number ERF-29(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **June 22**, 19**62**, is hereby modified as follows:

Revised estimated total cost of project	$ **1,127,913.00**
Revised Federal funds	$ **706,132.24**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **5** day of **March**, 19**64**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stein

Ass't. State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **XX A. W. Parsons**
Division Engineer

By: L. W. Backlund, Administrative Manager
LW Backlund

RECEIVED
JUN 29 1962
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM -2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	TE **Oregon**
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Coos**
		PROJECT NO. **EDF-29(11)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 42 King Cr. to Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-61	2.6
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,025,117.00	$ 645,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

KX A. W. Parsons
L. R. Backlund
(Division Engineer)
By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer June 22, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

June 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the King Creek - Bridge Section, Project No. EBF-29(11).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ra

May 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised project agreement estimate for the King Creek-Bridge Section, Project No. EHF-29(11).

The revision consists of the addition of the 1961 laws, which authorise the issue of bonds for highway construction, under the heading "State Funds for Construction".

This is not a request for modification of project agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. ERF-29(11)

KING CREEK-BRIDGE SECTION OF THE

COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Revised project agreement estimate. Not as a basis for modification of project agreement.)

Salem, Oregon, May 22, 1962

Type Code 5231
Roadway (Sta. 410+00 to Sta. 549+26.28)(Contract 5947)

Clearing and Grubbing	All	Required		$ 24,000.00
Drainage Excavation, Unclassified	5,100	cu.yds.	$ 3.00	15,300.00
Embankment Foundation Excavation, Unclassified	9,200	cu.yds.	1.05	9,660.00
General Excavation, Location "A", Unclassified	253,000	cu.yds.	0.45	113,850.00
General Excavation, Location "B", Unclassified	24,000	cu.yds.	1.00	24,000.00
Short Overhaul	833,000	yd.sta.	0.01	8,330.00
Long Overhaul	17,800	C-yd. sta.	0.35	6,230.00
Finishing Roadbed and Slopes	1.97	miles	1,000.00	1,970.00
Rounding Cutbanks	10,250	lin.ft.	0.16	1,640.00
12-inch Corrugated Metal Pipe	350	lin.ft.	3.75	1,312.50
18-inch Corrugated Metal Pipe	600	lin.ft.	5.25	3,150.00
24-inch Corrugated Metal Pipe	280	lin.ft.	8.00	2,240.00
36-inch Corrugated Metal Pipe	200	lin.ft.	13.50	2,700.00
Salvaging and Reinstalling Culvert Pipe	230	lin.ft.	3.00	690.00
6-inch Perforated Metal Drain Pipe	440	lin.ft.	2.00	880.00
8-inch Perforated Metal Drain Pipe	11,200	lin.ft.	2.45	27,440.00
8-inch Metal Drain Pipe	40	lin.ft.	2.60	104.00
Special Backfill in Drains	1,630	cu.yds.	5.75	9,372.50
Class "A" Concrete in Box Culverts	350	cu.yds.	75.00	26,250.00
Metal Reinforcement in Box Culverts	73,000	lbs.	0.15	10,950.00
Metal Guard Rail	8,600	lin.ft.	2.65	22,790.00
Guide Posts, Type W-2	110	only	7.50	825.00
Type 1 Fence	70	rods	5.50	385.00
Type 2 Fence	500	rods	6.25	3,125.00
16' x 48" Metal Gates	2	only	95.00	190.00
Coarse Crushed Material in Base	57,300	tons	1.80	103,140.00
3/4" - 0 Material in Base	5,700	tons	1.80	10,260.00
Sprinkling	2,000	M-gal.	3.00	6,000.00
Preparation of Base	2.48	miles	2.50	6.20
3/4" - 0 Material in Binder Course	500	cu.yds.	3.60	1,800.00
Furnishing and Placing Aggregates	3,250	cu.yds.	5.75	18,687.50
RC-3 Asphalt	80	tons	48.00	3,840.00
200-300 Asphalt	250	tons	47.00	11,750.00
RS-1 Asphalt	70	tons	47.00	3,290.00
				$476,157.70

Signing (Temporary)	All Required	$ 1,300.00
Flagging (57½% of Contractor's Cost)	All Required	12,000.00
Seeding and Mulching	All Required	1,220.00
Horizontal Drains	All Required	15,000.00
Adjust Water Lines (EWO)	All Required	1,200.00
		$ 32,720.00

Utility Work

Work by West Coast Tel. Co.	All Required	$ 7,800.00
Work by Coos-Curry Electric Co-op.	All Required	13,000.00
		$ 20,800.00
	Subtotal	$529,677.70
	10% Engr. & Cont.	52,967.30
	Total	$582,645.00

Type Code X031
Middle Fork Coquille River Bridge (Br. No. 8936) (Sta. 492+48 to Sta. 495+80)
(Contract 5947)

Shoring, Cribbing, etc.	All Required (50%)		$ 21,000.00
Structural Excavation	920 cu.yds.	$ 6.00	5,520.00
Structural Excavation Below Elevation Shown	50 cu.yds.	15.00	750.00
Furnish 10" BP 42# Steel Piling	1,390 lin.ft.	4.40	6,116.00
Drive Steel Piles	36 only	55.00	1,980.00
Splice Steel Piles	9 only	40.00	360.00
Class "A" Concrete (1,008 cu.yds.)	All Required (45%)		71,550.00
Metal Reinforcement (208,000 lbs.)	All Required (46%)		27,876.00
Structural Steel (84,000 lbs.)	All Required (25%)		22,500.00
Metal Parapet Railing	662 lin.ft.	4.50	2,979.00
8-inch Metal Drain Pipe	70 lin.ft.	2.60	182.00
			$160,813.00

Type Code X031
Middle Fork Coquille River Bridge (Br. No. 8935) (Sta. 517+60 to Sta. 522+40)
(Contract 5947)

Shoring, Cribbing, etc.	All Required (50%)		$ 21,000.00
Structural Excavation	680 cu.yds.	$ 6.00	4,080.00
Structural Excavation Below Elevation Shown	30 cu.yds.	15.00	450.00
Furnish 10" BP 42# Steel Piling	3,470 lin.ft.	4.40	15,268.00
Drive Steel Piles	130 only	55.00	7,150.00
Splice Steel Piles	33 only	40.00	1,320.00
Class "A" Concrete (1,232 cu.yds.)	All Required (55%)		87,450.00
Metal Reinforcement (241,000 lbs.)	All Required (54%)		32,724.00
Structural Steel (249,300 lbs.)	All Required (75%)		67,500.00
Metal Parapet Railing	958 lin.ft.	4.50	4,311.00
8-inch Metal Drain Pipe	70 lin.ft.	2.60	182.00
			$241,435.00

Subtotal	$402,248.00
10% Engr. & Cont.	40,224.00
Total	$442,472.00

Length of Roadway	2.484 Miles
Length of 2 Structures	0.154 Mile
Total Length	2.638 Miles
Cost of Roadway Per Mile	$234,559.17

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 582,645.00	$367,000.00	$215,645.00
Structures	442,472.00	278,000.00	164,472.00
	$1,025,117.00	$645,000.00	$380,117.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939, Chap. 491, laws 1951;
Chap. 20, laws 1953, Chap. 22, laws 1957;
Chap. 354, laws 1957; Chap. 381, laws 1961;
Chap. 483, laws 1961.

State Funds for Maint: Chap. 529, laws 1939.

[illegible] CREEK-BRIDGE SECTION

PROJECT NO. [illegible]-29(11)

Estimated cost of work by the Coos-Curry Electric Cooperative, Inc.

Construction Materials		$ 4,495.84
Construction Labor		7,453.00
Brushing (1 Unit) Labor		1,000.00
Retirement Labor		2,429.00
Salvage (Retirement Material)		2,285.58 Cr.
		$13,093.42
	Use	$13,000.00

Estimated cost of work by the West Coast Telephone Company.

Labor		$ 1,520.00
Material		5,020.00
Equipment		460.00
Overhead		840.00
		$ 7,840.00
	Use	$ 7,800.00

January 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the King Creek-Bridge Section, Project No. EBF-29(11).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

Oregon State Highway Department

Federal-Aid
Project No. EBF-29(11)

KING CREEK-BRIDGE SECTION OF THE
COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 16, 1962

Type Code 5231
Roadway (Sta. 410+00 to Sta. 549+26.28)(Contract 5947)

Clearing and Grubbing	All	Required		$ 24,000.00
Drainage Excavation, Unclassified	5,100	cu.yds.	$3.00	15,300.00
Embankment Foundation Excavation, Unclassified	9,200	cu.yds.	1.05	9,660.00
General Excavation, Location "A", Unclassified	253,000	cu.yds.	0.45	113,850.00
General Excavation, Location "B", Unclassified	24,000	cu.yds.	1.00	24,000.00
Short Overhaul	833,000	yd.sta.	0.01	8,330.00
Long Overhaul	17,800	C-yd.sta.	0.35	6,230.00
Finishing Roadbed and Slopes	1.97	miles	1,000.00	1,970.00
Rounding Cutbanks	10,250	lin.ft.	0.16	1,640.00
12-inch Corrugated Metal Pipe	350	lin.ft.	3.75	1,312.50
18-inch Corrugated Metal Pipe	600	lin.ft.	5.25	3,150.00
24-inch Corrugated Metal Pipe	280	lin.ft.	8.00	2,240.00
36-inch Corrugated Metal Pipe	200	lin.ft.	13.50	2,700.00
Salvaging and Reinstalling Culvert Pipe	230	lin.ft.	3.00	690.00
6-inch Perforated Metal Drain Pipe	440	lin.ft.	2.00	880.00
8-inch Perforated Metal Drain Pipe	11,200	lin.ft.	2.45	27,440.00
8-inch Metal Drain Pipe	40	lin.ft.	2.60	104.00
Special Backfill in Drains	1,630	cu.yds.	5.75	9,372.50
Class "A" Concrete in Box Culverts	350	cu.yds.	75.00	26,250.00
Metal Reinforcement in Box Culverts	73,000	lbs.	0.15	10,950.00
Metal Guard Rail	8,600	lin.ft.	2.65	22,790.00
Guide Posts, Type W-2	110	only	7.50	825.00
Type 1 Fence	70	rods	5.50	385.00
Type 2 Fence	500	rods	6.25	3,125.00
16' x 48" Metal Gates	2	only	95.00	190.00
Coarse Crushed Material in Base	57,300	tons	1.80	103,140.00
3/4" - 0 Material in Base	5,700	tons	1.80	10,260.00
Sprinkling	2,000	M-gal.	3.00	6,000.00
Preparation of Base	2.48	miles	2.50	6.20
3/4" - 0 Material in Binder Course	500	cu.yds.	3.60	1,800.00
Furnishing and Placing Aggregates	3,250	cu.yds.	5.75	18,687.50
MC-3 Asphalt	80	tons	48.00	3,840.00
200-300 Asphalt	250	tons	47.00	11,750.00
RS-1 Asphalt	70	tons	47.00	3,290.00
				$476,157.70

Signing (Temporary)	All Required		$ 1,300.00
Flagging (57½% of Contractor's Cost)	All Required		12,000.00
Seeding and Mulching	All Required		1,220.00
Horizontal Drains	All Required		15,000.00
Adjust Water Lines (EWD)	All Required		3,200.00
			$ 32,720.00

Utility Work

Work by West Coast Tel. Co.	All Required	$ 7,800.00
Work by Coos-Curry Electric Co-op.	All Required	13,000.00
		$ 20,800.00
	Subtotal	$529,677.70
	10% Engr. & Cont.	52,967.30
	Total	$582,645.00

Type Code X031
Middle Fork Coquille River Bridge (Br. No. 8936)(Sta. 492+48 to Sta. 495+80)
(Contract 5947)

Shoring, Cribbing, etc.	All Required (50%)		$ 21,000.00
Structural Excavation	920 cu.yds.	$6.00	5,520.00
Structural Excavation Below Elevation Shown	50 cu.yds.	15.00	750.00
Furnish 10" BP 42# Steel Piling	1,390 lin.ft.	4.40	6,116.00
Drive Steel Piles	36 only	55.00	1,980.00
Splice Steel Piles	9 only	40.00	360.00
Class "A" Concrete (1,008 cu.yds.)	All Required (45%)		71,550.00
Metal Reinforcement (208,000 lbs.)	All Required (46%)		27,876.00
Structural Steel (84,000 lbs.)	All Required (25%)		22,500.00
Metal Parapet Railing	662 lin.ft.	4.50	2,979.00
8-inch Metal Drain Pipe	70 lin.ft.	2.60	182.00
			$160,813.00

Type Code X031
Middle Fork Coquille River Bridge (Br. No. 8935)(Sta. 517+60 to Sta. 522+40)
(Contract 5947)

Shoring, Cribbing, etc.	All Required (50%)		$ 21,000.00
Structural Excavation	680 cu.yds.	$6.00	4,080.00
Structural Excavation Below Elevation Shown	30 cu.yds.	15.00	450.00
Furnish 10" BP 42# Steel Piling	3,470 lin.ft.	4.40	15,268.00
Drive Steel Piles	130 only	55.00	7,150.00
Splice Steel Piles	33 only	40.00	1,320.00
Class "A" Concrete (1,232 cu.yds.)	All Required (55%)		87,450.00
Metal Reinforcement (241,000 lbs.)	All Required (54%)		32,724.00
Structural Steel (249,300 lbs.)	All Required (75%)		67,500.00
Metal Parapet Railing	958 lin.ft.	4.50	4,311.00
8-inch Metal Drain Pipe	70 lin.ft.	2.60	182.00
			$241,435.00

Subtotal	$402,248.00
10% Engr. & Cont.	40,224.00
Total	$442,472.00

Length of Roadway - - - - - -	2.484 Miles
Length of 2 Structures- - - -	0.154 Mile
Total Length- - - - - - - - -	2.638 Miles
Cost of Roadway Per Mile- - -	$234,559.17

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 582,645.00	$367,000.00	$215,645.00
Structures	442,472.00	278,000.00	164,472.00
	$1,025,117.00	$645,000.00	$380,117.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939; Chap. 491, Laws 1951;
Chap. 20, Laws 1953; Chap. 22, Laws 1957;
Chap. 354, Laws 1957.

KING CREEK-BRIDGE SECTION

PROJECT NO. ERF-29(11)

Estimated cost of work by the Coos-Curry Electric Cooperative, Inc.

Construction Materials		$ 4,495.84
Construction Labor		7,453.00
Brushing (1 Unit) Labor		1,000.00
Retirement Labor		2,429.00
Salvage (Retirement Material)		2,285.58 Cr.
		$13,093.42
	USE	$13,000.00

Estimated cost of work by the West Coast Telephone Company.

Labor		$ 1,520.00
Material		5,020.00
Equipment		460.00
Overhead		840.00
		$ 7,840.00
	USE	$ 7,800.00

Oregon State Highway Department

Federal Aid
Project No. EBF-29(11)

KING CREEK-BRIDGE SECTION OF THE
COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, June 29, 1961

Type Code 5231
Roadway (Sta. 410+00 to Sta. 549+26.28)

Clearing and Grubbing	All	Required		$ 20,000.00
Drainage Excavation, Unclassified	5,100	cu. yds.	$ 3.00	15,300.00
Embankment Foundation Excavation, Unclassified	9,200	cu. yds.	1.00	9,200.00
General Excavation, Location "A", Unclassified	253,000	cu. yds.	0.48	121,440.00
General Excavation, Location "B", Unclassified	24,000	cu. yds.	1.00	24,000.00
Short Overhaul	833,000	yd. stas.	0.01	8,330.00
Long Overhaul	17,800	C-yd. sta.	0.35	6,230.00
Finishing Roadbed and Slopes	1.97	miles	1,000.00	1,970.00
Rounding Cutbanks	10,250	lin. ft.	0.20	2,050.00
12-inch Corrugated Metal Pipe	350	lin. ft.	3.50	1,225.00
18-inch Corrugated Metal Pipe	600	lin. ft.	5.00	3,000.00
24-inch Corrugated Metal Pipe	280	lin. ft.	7.50	2,100.00
36-inch Corrugated Metal Pipe	200	lin. ft.	14.50	2,900.00
Salvaging and Reinstalling Culvert Pipe	230	lin. ft.	3.00	690.00
6-inch Perforated Metal Drain Pipe	440	lin. ft.	2.00	880.00
8-inch Perforated Metal Drain Pipe	11,200	lin. ft.	2.50	28,000.00
8-inch Metal Drain Pipe	40	lin. ft.	2.50	100.00
Special Backfill in Drains	1,630	cu. yds.	6.00	9,780.00
Class "A" Concrete in Box Culverts	350	cu. yds.	75.00	26,250.00
Metal Reinforcement in Box Culverts	73,000	lbs.	0.14	10,220.00
Metal Guard Rail	8,600	lin. ft.	2.75	23,650.00
Guide Posts, Type W-2	110	only	7.50	825.00
Type 1 Fence	70	rods	5.50	385.00
Type 2 Fence	500	rods	6.50	3,250.00
16' x 48" Metal Gates	2	only	100.00	200.00
Coarse Crushed Material in Base	57,300	tons	2.20	126,060.00
3/4" - 0 Material in Base	5,700	tons	2.30	13,110.00
Sprinkling	2,000	M-gals.	3.00	6,000.00
Preparation of Base	2.48	miles	250.00	620.00
3/4" - 0 Material in Binder Course	500	cu. yds.	6.00	3,000.00
Furnishing and Placing Aggregates	3,250	cu. yds.	6.00	19,500.00
RC-3 Asphalt	80	tons	55.00	4,400.00
200-300 Asphalt	250	tons	53.00	13,250.00
RS-1 Asphalt	70	tons	55.00	3,850.00
				$511,765.00

Signing (Temporary)	All Required		$ 300.00
Flagging (57½% of Contractor's Cost)	All Required		12,000.00
Seeding and Mulching	All Required		1,220.00
			$ 13,520.00

Utility Work

Work by West Coast Tel. Co.	All Required		4,500.00
Work by Coos-Curry Electric Co-op.	All Required		6,000.00
Work by Bridge Water District	All Required		250.00
			$ 10,750.00
	Subtotal		$536,035.00
	10% Engr. & Cont.		53,603.00
	Total		$589,638.00

Type Code X031
Middle Fork Coquille River Bridge

Shoring, Cribbing, Etc.	All Required (50%)		$ 6,000.00
Structural Excavation	920 cu.yds.	$ 5.00	4,600.00
Structural Excavation Below Elevation Shown	50 cu.yds.	5.00	250.00
Furnish 10" BP 42" Steel Piling	1,390 lin.ft.	5.00	6,950.00
Drive Steel Piles	36 only	65.00	2,340.00
Splice Steel Piles	9 only	40.00	360.00
Class "A" Concrete (1,008 cu.yds. at $70.00)	All Required (45%)		70,560.00
Metal Reinforcement (208,000 lbs. at $0.125)	All Required (46%)		26,000.00
Structural Steel (84,000 lbs. at $0.24)	All Required (25%)		20,160.00
Metal Parpet Railing	662 lin.ft.	5.00	3,310.00
8-inch Metal Drain Pipe	70 lin.ft.	2.50	175.00
			$140,705.00

Type Code X031
Middle Fork Coquille River Bridge (Br. #8935)(Sta. 517+60 to Sta. 522+40)

Shoring, Cribbing, Etc.	All Required (50%)		$ 6,000.00
Structural Excavation	680 cu.yds.	$ 5.00	3,400.00
Structural Excavation Below Elevation Shown	30 cu.yds.	5.00	150.00
Furnish 10" BP 42# Steel Piling	3,470 lin.ft.	5.00	17,350.00
Drive Steel Piles	130 only	65.00	8,450.00
Splice Steel Piles	33 only	40.00	1,320.00
Class "A" Concrete (1,232 cu.yds. at $70.00)	All Required (55%)		86,240.00
Metal Reinforcement (241,000 lbs. at $0.125)	All Required (54%)		30,125.00
Structural Steel (249,300 lbs. at $0.24)	All Required (75%)		59,832.00
Metal Parapet Railing	958 lin.ft.	5.00	4,790.00
8-inch Metal Drain Pipe	70 lin.ft.	2.50	175.00
			$217,832.00
	Subtotal		$358,537.00
	10% Engr. & Cont.		35,853.00
	Total		~~$393,390.00~~

394,390.00

Length of Roadway - - - - - - - - - - - 2.484 Miles
Length of 2 Structures- - - - - - - - - 0.154 Mile
Total Length- - - - - - - - - - - - - - 2.638 Miles
Cost of Roadway Per Mile- - - - - - - - $237,374.39

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$589,638.00	$371,000.00	$218,638.00
Structures	393,390.00	247,000.00	146,390.00
	$98~~3~~,028.00 4	$618,000.00	$365,028.00

RECEIVED
FEB 24 1964

FOR FILING

EBF-29(11)

5947

February 21, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of final voucher for the King Creek-Bridge Section, Federal-Aid Project No. EBF-29(11).

In accordance with PPM 21-9, this is a first submission final for your audit of our records, and not for the purpose of requesting payment.

This project shows the final cost and Federal funds requested exceeding the setup of funds in the project agreement; and accordingly, it is requested that the agreement be modified to conform with the revised amount.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

RECEIVED
JAN 29 '64

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

January 21, 1964

Original signed by
L. R. Backlund
Admin. Manager

By:

08-35.5

A. W. Parsons, Division Engineer
Salem, Oregon

L. R. Backlund
Administrative Manager

Oregon Project EBF-29(11)
Utility Audit
Coos-Curry Electric Co-op

The audit of the subject utility bills totalling $9,304.71 was completed by this office on 8-24-62. The audit was made in conjunction with audits of claims on two other Federal-aid projects for the same utility company, and was made prior to the State's submitting the bill on a PR-20 voucher for reimbursement. Because the State had not submitted a claim, the State was never advised of the findings of this audit. These were filed in the workpapers for future reference when and if the State submitted a claim.

Since the date of this audit, the State has taken over the responsibility of auditing all utility bills prior to submission of claims for Federal-aid reimbursement. The Office Engineering section is now in the process of preparing the final voucher for this project and has requested a report on the findings of this audit in order that they may submit their claim for the eligible amount without re-audit at the company's office, by State personnel.

The audit disclosed the billing by the utility company to be eligible for Federal participation as follows:

Total amount billed:	
W.O. 9500	9190.68
W.O. 9500 R	114.03
Total amount billed	9304.71
Amount ineligible - costs incurred prior to authorization (See detail on item 1 of form PR-1042 - attached)	137.00
Net amount eligible for Federal participation	9167.71

original To Young
with attach.
1-29-64

NOTED
LLOYD P. SHAW

RECEIVED
MAR 21 1963

FOR FILING

ELF 39(4)

5947

March 21, 1963

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

On February 14, 1963, we wrote to you concerning release of final payment on contract #5947, awarded to Selmar A. Hutchins, for grading-oiling-structures on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

Final payment on this contract is $29,864.83 and the total contract amount is $1,018,182.19, including $63,744.50 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Travelers Indemnity Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: Mr. Selmar A. Hutchins
2036 Military Avenue
Roseburg, Oregon

cc: C. H. Maison
Attn.: John Herr

Mld

RECEIVED
FEB 20 1963

FOR FILING

ERF 29(11)

5947

February 18, 1963

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

re: Completion Erosion Control Work
King Creek-Bridge
Coos Bay-Roseburg Highway
Contract #5947, Prefix 6-1093-224, 238
ERF-29(11)

Dear Mr Parsons:

The erosion control work on the subject job, authorized in order for State force work dated July 31, 1962, was completed January 31, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Young
Office Engineer

EAM:ls

cc: Doug Parkes
Construction
L. R. Chandler
Landscape

RECEIVED
FEB 14 1963

FOR FILING

EII 37(n)

5947

February 13, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed October 20, 1962, on Contract 5947. The contract was with Selmar A. Hutchins and was for grading, oiling, and structures on the King Creek Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 11, 1963, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
FEB 15 1963
FOR FILING

ERF-29(11)

5947

477 Cottage Street, N. E.
Salem, Oregon

February 11, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.4-0

A. W. Parsons
Division Engineer
Salem, Oregon

Subcontracting
King Creek - Bridge Section
Coos Bay - Roseburg Highway
Oregon Project ERF-29(11)

Our memorandum of December 11, 1962 advised that no further action would be taken in the subject matter.

Further consideration had indicated that a modification of the subcontracting provisions (Section 1.21) of the Federal-aid regulations had not been obtained. Attached is a copy of the document approving subcontracting in excess of the prescribed 50 percent limitation on the subject project.

NOTED
LLOYD P. SHAW

original To Young - attachment
2-15-63

RECEIVED
FEB 18 1963
FOR FILING
FDF-29(11)
5947

January 31, 1963

Mr. Selmar A. Hutchins
2036 Military Avenue
Roseburg
Oregon

Dear Sir:

The State Highway Commission, at its meeting on January 31, 1963, discussed with the Engineer your request for an extension of time on contract #5947. You requested 30 additional workdays within which to complete grading-oiling-structures on the Kings Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 11 additional workdays without assessment of liquidated damages. (Time required to Complete Contract)

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. B. Chandler
K. D. Limbocker
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
JAN 17 1963

FOR FILING

[illegible]

5947

January 16, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 2
January 31, 1963 Meeting

Gentlemen:

Mr. Selmar A. Hutchins, contractor on the King Creek-Bridge grading, oiling, and structure project on the Coos Bay-Roseburg Highway in Coos County, Contract No. 5947, has requested an extension of 30 workdays in which to complete the project. The contractor cites the delays caused by the fact that other contractors were using the quarry at McMullen Point and the fact that additional work was required because of slides.

This contract was let with a provision that another contractor on an adjacent project had prior rights to the quarry. Subsequently, another contractor made arrangements to use the same quarry, and all the contractors agreed to this multiple use with the stipulation that no claims against the State would arise from such use. We must, therefore, deny all claims arising from this cause.

Work required to complete the project exceeded work anticipated in the plans by 8.8 per cent. Since 150 workdays were allowed to complete original contract quantities, an extension of time equal to 8.8 per cent of 150 days can be justified. This extension is 13 days.

The project was completed on October 20, 1962, with an overrun of 11 workdays. It is, therefore, recommended that the contractor be awarded an additional 11 workdays without the assessment of liquidated damages. The Bureau of Public Roads concurs in this recommendation.

This matter will be presented to you at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM CD-121 (9-22-58)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 9, 1963

Attention: Mr. Lloyd Shaw
Assistant Highway Engineer

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

08-35.4-DB

SUBJECT: Extension of Time
King Creek-Bridge Section
Coos Bay-Roseburg Highway
Project EBF-29(11)

In reference to your letter of January 7, 1963, concerning the above mentioned project in which the contractor has requested an extension of 30 workdays to complete the project. The reasons cited for the increase were delays due to the use of the McMullen Point quarry on three separate projects and also due to the increase in the amount of work done on the project because of slides.

We concur in denying the first part of this request of extending the workday contract time because of reasons described in your letter.

The remaining portion of the request was because of the increase of work due to slide removal. Your letter shows the increase of work caused an overrun of 8.8 percent of the completion of the project. This percentage would increase the workday time by 13.2 days.

As this increase was primarily due to the unanticipated slide work, we concur in your recommendation of extending the time on this project which would eliminate the 11 days liquidated damages charged.

RECEIVED
JAN 9 1963
FOR FILING
EBF-29(11)
5947

January 7, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Extension of Time
King Creek-Bridge Section
Coos Bay-Roseburg Highway
Project EBF-29(11)

Dear Sir:

We have received a request from Selmar A. Hutchins, contractor on this project, for an extension of 30 workdays in which to complete the project without the assessment of liquidated damages. The reasons cited by the contractor to justify this increase are: (1) Delays because of the use of the McMullen Point quarry on three separate projects; and (2) increase in the amount of work done on the project because of slides.

When this contract was let, it was stipulated that the contractor on the Sugarloaf Mountain-King Creek job had prior rights in the quarry site, and that no claims for damages could be made for this reason. Subsequently, the Powers Junction-Sugarloaf Mountain surfacing job was let, and a price agreement was signed to allow this third contractor to use this same source. This price agreement, agreed to by all three contractors, also stipulated that no claims would arise from the proposed multiple use of the quarry. We must, therefore, deny any claims on this basis.

The project authorization showed a 10.83 per cent overrun at the completion of the project. The original workday allowance was 150 days; 10.83 per cent of 150 is 16.2 days. The contract amount plus the anticipated items (such as flagging, temporary signing, etc.) which were to be done by the contractor showed an overrun of 8.8 per cent at the completion of the job; 8.8 per cent of 150 is 13.2 days. Thus, when figuring from either the total project authorization or from the work actually done by the contractor, we can justify 13 additional workdays.

The project was completed on October 20, 1962, with an overrun of 11 days. We, therefore, recommend an extension of 11 days which will eliminate liquidated damages on the project.

Your concurrence in this recommendation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
L. H. Young
L. R. Chandler
C. H. Maison

CHB:fp: ajw

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 20, 1962

SUBJECT: Extension of Time
King Creek-Bridge Section
Coos Bay-Roseburg Highway
Contract No. 5947

To:
Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

We have received a request from Selmar A. Hutchins, contractor on this project, for an extension of 30 workdays in which to complete the project without the assessment of liquidated damages. The reasons cited by the contractor to justify this increase are: (1) delays because of the use of the McMullen Point quarry on three separate contracts; and (2) increase in the amount of work done on the project because of slides.

When this contract was let, it was stipulated that the contractor on the Sugarloaf-Mountain-King Creek job had prior rights in the quarry site, and that no claims for damages could be made for this reason. Subsequently, the Powers Junction-Sugarloaf Mountain surfacing job was let, and a price agreement was signed to allow this third contractor to use this same source. This price agreement, agreed to by all three contractors, also stipulated that no claims would arise from the proposed multiple use of the quarry. We must, therefore, deny any claims on this basis.

The project authorization showed a 10.83% overrun at the completion of the project. The original workday allowance was 150 days; 10.83% of 150 is 16.2 days. The contract amount plus the anticipated items (such as flagging, temporary signing, etc.) which were to be done by the contractor showed an overrun of 8.8% at the completion of the job; 8.8% of 150 is 13.2 days. Thus, when figuring from either the total project authorization or from the work actually done by the contractor, we can justify 13 additional workdays.

A large portion of the slide removal and corrective work was done either during the winter (when no workdays were charged) or simultaneously with the regular grading work. Thus, we have the situation where the contractor was required to do a large amount of extra work, but, because it did not slow the main portion of the job to less than 60 per cent production, this work is not reflected in the workdays charges on the project. The extra work on slides was spread over a period of 8 months.

The project was completed on October 20, 1962, with an overrun of 11 days. We therefore recommend an extension of 11 days which will eliminate liquidated damages on the project.

This matter was discussed with the Area Engineer for the Bureau of Public Roads, who concurs in this recommendation. Rough drafts to the Bureau of Public Roads and the Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:fp

Enc.

cc L. H. Young

RECEIVED
DEC 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#2

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5947 Contractor Selmar A. Hutchins

Highway Coos Bay - Roseburg

Section King Creek - Bridge

Kind of Work Grading, Oiling & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

- Extra work because of slides was enough tojustify an additional 13 workdays, but the contract was completed with an overrun of only 11 days. Extension of 11 days is recommended.

APPROVED BY HIGHWAY COMMISSION

DATE 1/31/63 for increase of 11 workdays

Lloyd Query

Secretary

Recommended for Approval:

Division Engineer

Asst Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No.	5947
Project designation (State-Federal)	EBF-29(11)
Date awarded	July 28, 1962
Work started	July 31, 1961
Per cent completed (Date)	88% 9-14-62
No. of Workdays Allowed	150
No. of Workdays Used	145
No. of Added Workdays Requested	30

State Printing 37939

E-330 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 5, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 180 days, within which to complete our Contract No. 5947, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Increase necessary due to delay involved in obtaining rock slope protection material, due to overlap in Contracts. This cut was under control of another contractor until December of 1961. At this time rock slope protection could not be placed due to weather. Crushing operation in the pit area continued until August 3, 1962, preventing quarring for rock slope protection material, Also due to the additional work required by Extra Work Orders No. 5,6 & 7to correct slide conditions which developed through out the project.

Respectfully submitted,

Selmar A. Hutchins
Contractor

By Selmar A Hutchins

CONSENT OF SURETY

Date September 7, 1962

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ralph O Floberg
Ralph O. Floberg Attorney-in-fact
JEWETT, BARTON, LEAVY & KERN
Ralph O Floberg
Resident Agent

(SEAL)

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 4, 1963

Section King Creek - Bridge

Kind of work Grading, Oiling & Structures

Highway CoosBay-Roseburg County Coos

Section prefix 6-1093

Contractor S.A. Hutchins

Contract number 5947

Date of contract July 28, 1961

Specified work days 150

Date work started July 31, 1961

Work days used 161

Project authorization $1,148,382.41

Exclusive of engineering $1,068,701.96

Per cent of time elapsed 107.3 %

Estimated cost of completed project, exclusive of engineering $1,049,948.71

Estimated per cent overrun or underrun 1.75 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $79,680.45

Engineering cost to date $79,083.76, 99.3 %

Date project was completed October 20, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	100%	100%	100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Minor cleanup of materials left on the project remains to be done.

Semi-final Estimate submitted to Division Office January 4,1963.

NOTED
R. L PORTER

NOTED

JAN 7 1963

Signed

Address P.O. Box 326,Myrtle Point,Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.97	2.48		2.48	
Miles partially completed					
Miles completed	1.97	2.48		2.48	
Total estimated quantities (contract)	277,000 C.Y.	63,000 Tons		400 Tons	
Total quantities corrected to date	364,308 C.Y.	68,008 Tons		379.51 Tons	
Estimated quantities moved or placed to date	364,308 C.Y.	68,008 Tons		379.51 Tons	
Average daily quantities	None				
Average daily quantities necessary to complete project on time	None				
Number shifts per day	None				
Hours per shift	None				
Average force on project for week	None				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear	0	
Tuesday	Cloudy	0	Legal Holiday
Wednesday	Cloudy	0	
Thursday	A.M. Fog Clear	0	
Friday	A.M. Fog Clear	0	
Saturday			

PROJECTCOMPLETED OCTOBER 20, 1962

SEMI-FINAL SUBMITTED TO DIVISION OFFICE JANUARY 7, 1963

LAST REPORT

RECEIVED
FORM E-123X 50M 8-61
DEC 18 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 14, 1962

Mr. Selmar A. Hutchins
P. O. Box 190
Sutherlin, Oregon

RE: Subcontract Amount
King Creek-Bridge Section
Coos Bay-Roseburg Highway
Contract No. 5947

Dear Sir:

We have received from the Bureau of Public Roads a letter approving the slight overrun of subcontract amount on this project. It will not be necessary to make any transactions with Compton to attempt to correct the payrolls already made.

It will be necessary to prepare and submit a subcontract and have Compton submit payrolls in the usual manner. The $14,954.16 withheld from your payments will be released immediately.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
R. L. PORTER

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

cc J. C. Compton Company
CHB:fp
cc R. L. Porter ✓
L. H. Young
L. R. Chandler
K. D. Limbocker

RECEIVED
DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1962

FOR FILING
[illegible]
5947

477 Cottage Street, N.E.
Salem, Oregon

December 11, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
08-35.8-DB Salem, Oregon

Subcontracting
Oregon Project EBF-29(11)

Your letter concerning subcontracting on the King Creek to Bridge Section of the Coos Bay-Roseburg Highway was reviewed in this office and forwarded in accordance with Paragraph 11c, PPM 21-6.3 for a ruling.

It was determined that, in view of the very minor amount of the overrun and the explanation furnished, no further action would be considered in this matter.

NOTED
LLOYD P. SHAW

RECEIVED
DEC 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
copy To Morgan
12-12 62

NOTED
R. L. PORTER

RECEIVED
DEC 6 1962
FOR FILING

5941

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

TO Wright
FOR R. L. PORTER

Salem, Oregon
December 5, 1962

SUBJECT: Indenture of Access
Aubrey R. and Dora E. Bateman
King Creek-Bridge Section
Coos Bay-Roseburg Highway

To: Mr. G. S. Paxson
Deputy State Highway Engineer
Department

Transmitted herewith for your signature is an Information for Grant or Indenture of Access in triplicate together with a copy of a letter from Assistant Division Engineer Rulien, indicating approval of the Division office as well as approval of G. L. Decker, Assistant Construction Engineer.

If approved by you, please forward to the Legal Division for preparation of the Indenture and approval of the Highway Commission.

The four road approach applications will be held in this office until Commission approval of the Indenture has been accomplished, after which the road approach permits will be signed and distributed.

G W Ross
G. W. Ross
Director of Permits

Encl.
GWR:mg

cc: Mr. F. D. Morgan
Mr. L. R. Chandler

Mr Porter

RECEIVED
DEC 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

originals To Wright
12-6-62

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Dec. 3, 1962

To: F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: Information for Grant or Indenture of Access
King Creek-Bridge Section
Coos Bay-Roseburg Highway

Attached is the form Information for Grants or Indenture of Access covering four (4) 25-foot wide unrestricted approaches on property which we obtained from Aubrey R. and Dora E. Bateman, File No. 32578, on the King Creek-Bridge Section. Also, attached are four road approach permit applications covering the same approaches. This indenture is submitted to correct the record so that the approaches as constructed conform to the stations at which they were constructed.

Your approval of this indenture is recommended.

L. W. Rulien
Asst. Division Engineer

LWR:ds
attach.

APPROVED
Asst. Construction Engineer

CONSTRUCTION DIVISION
RECEIVED
DEC 4 1962
NOTED--☐ ☑ ☑ ☐ ☐
CE ACE ACE CE

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

Date November 15, 1962
File No. 32578
King Creek - Bridge Section
Coos Bay - Roseburg Highway
Coos County

Original Grantors: Aubrey R. and Dora E. Bateman

Present Owners: Oregon State Highway Department

Address of Present Owners: Salem, Oregon

Access Point to be Cancelled:

Station	Side of Highway	Width	Use Restriction
"L" 496+85	Southwesterly	25'	Unrestricted
"L" 512+00	Southwesterly	25'	Unrestricted
"L" 500+00	Northeasterly	25'	Unrestricted
"L" 513+00	Northeasterly	25'	Unrestricted

Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction
"L" 497+37	Southwesterly	25'	Unrestricted
"L" 511+23	Southwesterly	25'	Unrestricted
"L" 497+00	Northeasterly	25'	Unrestricted
"L" 513+30	Northeasterly	25'	Unrestricted

Remarks and Reason for Change of Access:

Ease of construction and better alinement.

Filing fee of $5 is enclosed. ____ Fee is waived. X

Title Resident Engineer

APPROVED:

Division Engineer

Asst Construction or Maintenance Engineer

Deputy State Highway Engineer
Asst

RECEIVED
FORM E-128X 100M 4-62
DEC 5 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

2947

December 4, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Subcontracting
King Creek-Bridge Section
Coos Bay-Roseburg Highway
Project No. EBF-29(11)

Dear Mr. Parsons:

On the abovenamed project, which is under contract to Selmar A. Hutchins, Sutherlin, Oregon, there has been a total of 50.56% of the work subcontracted. Of this amount, 45.75% was structural work, and the remainder was guardrail and oiling.

We have received from the contractor a letter which states that it was his intention to carry the payroll of the oiling crew instead of having Compton carry it. The equipment owned by Compton would be rented by Hutchins. However, due to serious illnesses of both Hutchins and his wife, the plan of the contractor was not followed, resulting in the overrun which was reported to you on November 2, 1962.

In order to rectify the errors made to date, it would be necessary to obtain refunds to the Compton Company from all the employees paid by him, and for Hutchins to issue new payroll checks. Due to the obvious difficulties involved in this operation, it is considered unwise to attempt such a procedure.

We, therefore, request your approval of this minor overrun of subcontract amount as being in substantial conformance with the contract specifications.

Very truly yours,

F. D. Morgan
Construction Engineer
By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjh
Attachment
cc: Lloyd Shaw
L. H. Young
L. R. Chandler

RECEIVED
DEC 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR [illegible]

477 Cottage Street N.E.
Salem, Oregon

November 7, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Subcontracting
King Creek Bridge Section
Oregon Project EBF 29(11)

Reference is made to your November 2, 1962, letter advising that unauthorized subcontracting exists on the subject project, because of the "Quotation" type of agreement between the prime contractor and the J. C. Compton Co. covering the bituminous surfacing work performed by the J. C. Compton Co. Your letter states further that as a result of this unauthorized subcontract, the total percent of the contract work subcontracted amounts to 50.56%.

While this constitutes technically an overrun of the 50% subcontracting limitation contained in the contract provisions, the overrun is not of sufficient significance to concern us greatly. We would, therefore, be willing to consider favorably a request from you that the slight overrun be approved on the basis of it not being substantially over the contract requirement.

Of considerable more concern to us, however, is the fact this is another instance of unauthorized subcontracting similar to the several cases previously brought to our attention, and which have been submitted to the Regional Engineer, and in turn to the Highway Administrator for review and advice as to proper disposition.

The information you have submitted will be forwarded to the Regional Engineer to be added to the list of projects now being reviewed, and you will be advised as to any action deemed appropriate when such information is received by us.

We believe that it was fortunate that this case was discovered in time for you to withhold payments to the contractor pending a decision on this problem as well as the others previously submitted. It is probable that the problem of unauthorized subcontracting may be quite widespread. Your action in withholding payments to the contractor should serve to bring this matter forcibly to his attention and to the attention of others in the contracting field.

original To Morgan
11-9-62

RECEIVED
NOV 7 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 2, 1962

Mr. Selmar A. Hutchins
P. O. Box 190
Sutherlin, Oregon

Re: King Creek-Bridge Section
Contract No. 5947

Dear Mr. Hutchins:

Our records indicate that you have subcontracted in excess of 50% of this project. As you know, this is contrary to State Highway policy and in violation of Federal Regulations.

We have approved the following listed subcontracts:

1.	Lillebo	Structure items	$401,884.	45.75%
2.	Denton	Guardrail, etc.	27,315.	3.11%
				48.86%

In addition, Compton has performed work under a "Quotation" agreement totaling $14,954.16. (He also received an additional $613.20, which represents the amount you paid him above the bid price of item 29.) This $14,954.16 represents the value, using Compton's unit bid quotation, of the actual work performed by Compton and not the amount of the unapproved subcontract.

We have asked local representatives of the Bureau of Public Roads what their course of action will be in this case. They have referred the matter to their superiors, but it is presumed that a citation for the amount of the work performed by Compton may be forthcoming. Under the circumstances, we reluctantly will withhold the $14,954.16 from future payments until such time as we ascertain the Bureau of Public Roads' decision.

Very truly yours,

F. D. Morgan
Construction Engineer
By
F. B. Klaboe
Assistant Construction Engineer

NOTED
R. L. PORTER

FBK:bjh
cc: R. L. Porter
L. H. Young
C. H. Maison
A. W. Parsons
L. R. Chandler

RECEIVED
NOV 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

EBF-29(11)

November 2, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: King Creek-Bridge Section
EBF-29(11)

Dear Mr. Parsons:

Our investigation has determined that the prime contractor has subcontracted 50.56% of this project. We have approved the following subcontracts:

1.	Lillebo	$401,884.	45.75%
2.	Denton	27,315	3.11%
			48.86%

In addition, he has an informal subcontract with J. C. Compton Company under which work totaling $14,954.16 has been performed. (A copy of this instrument, as well as a copy of Mr. Juve's analysis and my letter to the contractor is enclosed).

Please advise us of the action that the Bureau of Public Roads will take at an early date.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
R. L. PORTER

By W. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:hjh
Attachments
cc: R. L. Porter
L. H. Young
C. H. Maison
L. R. Chandler

RECEIVED
NOV 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILE

5941

477 Cottage Street, N.E.
Salem, Oregon

October 31, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Unauthorized Subcontracting
King Creek Bridge
Oregon Project EBF-29(11)

We understand , on the subject project, that the possibility exists that unauthorized subcontracting work has been done relating to bituminous work, and if so, that the work done by subcontract will exceed the 50% limitation.

We are informed that you are investigating this alleged violation. We would appreciate being advised of your findings.

original To Morgan
copy To Young
11-2-62

NOTED
R. L. PORTER

[illegible]
NOV 1 1962
OFFICE OF
[illegible]

RECEIVED
OCT 30 1962

FOR FILING

October 30, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 20, 1962, on Contract No. 5947, King Creek-Bridge Section, in Coos County, in connection with Federal-Aid Project No. BRF-29(11).

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:______________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBP:bb

cc: H. S. Cox

RECEIVED
OCT 12 1962
FOR FILING
[illegible]
141

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 10, 1962

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

King Creek Bridge Section
of the Coos Bay-Roseburg Highway
Project EBF-29(11)
Order for State Force Work No. 5

Reference is made to your letter dated October 4, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

original To Young
with attachment
10-11-62

NOTED
R. L. PORTER

RECEIVED
OCT 5 1962
FOR FILING

[illegible] 39 (11)
5947

October 4, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 224-236, covering seeding and mulching on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5947, in connection with Federal Aid Project No. [illegible](11).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $1,260.00, with Federal participation of $756.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:amb
Encs.

RECEIVED
P 12 1962
FOR FILING

Form PR-33
(5-2-56)

cc: RLPorter, State

Region ~~Division~~ No. 8

Division ~~District~~ Oregon

Project No. EBF 29(11)

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

INSPECTION IN DEPTH

5147

Report on Surfacing Phase which includes materials source, specifications, testing procedures, inspection of field testing.

Inspection made by P. V. Riedl, Area Engr. *Date inspection made* July 13 & 16, 1962

In company with Ken Limbocker, Resident Engineer

Review of plans, specifications and project file - 3 hrs., travel - 8 hrs., field - 10 hrs., field office - 8 hrs., write-up - 30 hrs.

OREGON PRIMARY PROJECT EBF 29(11)
King Creek Bridge Section of the Coos Bay-Roseburg Highway

Description of Improvement

Grading, Surfacing, Bituminous Surfacing and Structure, Station 410+00 to 549+26.28.

Contractor Name and Address

Grading, Surfacing, Bituminous Surfacing - Selman A. Hutchins, 2036 Military Ave., Roseburg, Oregon
Structures Subcontract - Tom Lillebo, Reedsport, Oregon
Guard Rail, Guide Posts and Fencing - J. C. Denton & Sons, Inc., 505 Park Bldg., Portland 5, Oregon

RECEIVED
SEP 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

Award Date - 7-28-61
Contract Amount - $878,405.70
Time Allowed - 150 work days
Time Started - 8-7-61
Work Started - 7-31-61
Quality of Work - Satisfactory
Progress of Work - Satisfactory
Time Elapsed - 72%
Work Completed - 76%
Roadway (Width 40')

Type	Type Code No.	Net Length (Miles)	Base Surfacing Thickness Edge (inches)	Center (inches)	Width (feet)
Gr. Surf.					
Bit. Surf.	5231	2.484	1¼"	1¼"	40'
Structure					

Structures 20' Span (Over)

Type	Type Code No.	Net Length (Miles)
RCDG	X031	0.063
RCDG	X031	0.091

Comm-DC 47159

(more)

SUMMARY AND RECOMMENDATIONS:

The administration of the project is considered as satisfactory. The office records are in good shape and project items were documented. A short resume of the comments and recommendations developed from this inspection are as follows:

Materials Source - Calculate the volume of material taken outside the neat line section on a center of mass basis rather than the normal average end method to obtain the greatest accuracy consistent with good engineering practice.

Specifications - Consider the possibility of utilizing a stabilizing agent in areas where good aggregate material is not available and it is economically impossible to transport a good quality product to the area.

A clearer definition in the oiling aggregate specifications which refer to the objectionable matter that may be existing in the product and how this should be checked for removal is recommended.

Field Testing Procedures

A review of the field laboratories should be conducted by the State. The equipment necessary to conduct the required tests in the field in order to obtain results as quickly as possible should be set up in the field laboratory. It is also recommended and has been requested by the State resident engineers that they be afforded an inspection tour of the State Laboratory facilities and given a course in materials testing for themselves and their inspectors.

Inspection Procedures

Inspection procedures included covering the entire project, questioning the resident engineer, inspectors, weighmaster, taking random check measurements, inspection of the scales, scale and test building. The office records, including field books, diaries, test reports of both field tests and central laboratory.

Statement of Findings

Ken Limbocker, CE III Resident Engineer, has been in this area for a number of years and is familiar with the type of terrain this roadway traverses. The resident has a copy and is familiar with the AASHO Informational Guide on Project Procedures and is requiring the other key personnel to read and become familiar with this publication.

Interviews with and observations of the inspectors, weighman and test man indicate they are familiar with their duties and the requirements of the specifications.

Relationship with the contractor and his personnel is satisfactory.

The resident engineer's office is located on the second floor of the Post

Office Building in Myrtle Point, Oregon. Problems that arise requiring the advice and decision of higher authority is discussed in person with the Division Engineer or his staff.

* * * * * *

This Inspection in Depth covers the surfacing items of the contract, including the materials source, specifications of materials, testing procedures and results, inspection of field testing, review of field books for quantities, observations of placement of material, and field sampling of the material.

Material Source

On this project, two material sources were listed in the special provisions for the consideration of the contractor for bidding:

1. From materials obtained from the rock cut between Stations 410+00 and 419+50. This source is known locally as the McMullen Quarry.
2. A quarry site located in the E ½ of the E ½ of Section 35, Township 29S, Range 11W, Willamette Meridian, at Mile Point 34.8, approximately 2 miles easterly of the east end of the project. This source is known locally as the Culver Quarry.

Note: The above-described sources have been offered as prospective sources of material on the Sugarloaf Mountain-King Creek Project. It is understood and agreed, therefore, that the contractor on said other project is to have prior right to the use of said source, and that the contractor on this project, if he elects to use said source, shall conduct his operations in such a manner as will not in any way interfere with the operations in and the use of said source by the contractor on said other project.

If the contractor elects to use source No. 1, the following conditions shall also be applicable:

(a) In the event that sufficient quantity of suitable material is not remaining within the neat lines of roadbed excavation, the contractor will be permitted to excavate outside of the neat lines at locations designated by the engineer and to the lines and grades established by the engineer. The material which is thus excavated outside of the neat roadbed cross section and which is used in the production of crushed base materials will be paid for on the same basis as the material within the neat roadbed section as hereinbefore set forth under the heading "Earthwork."

(b) The State makes no guarantee that all materials in the roadbed quarry will be of suitable quality. Any unsuitable materials may be disposed of in embankment widening as directed by the engineer.

(c) It shall be understood that no payment will be made for hauling of materials, either suitable or unsuitable, excavated in connection with the crushing of base and aggregate materials.

If the contractor elects to use source No. 2, the following conditions shall also be applicable:

(a) A royalty of ten cents per cubic yard of material crushed and incorporated in the work shall be paid by the contractor to the State Highway Commission. Such payment will be made by pertinent deductions from earnings under the contract and from the partial payments made under the contract.

In investigating and considering for use any prospective source of material, including those listed above, the contractor is advised that it shall be his sole responsibility to determine to his own satisfaction the availability of acceptable materials and all other factors pertaining to the procurement of materials from the prospective source selected by him for use on the project.

The State Highway Commission does not, by implication or otherwise, make any guarantee of either the quality or quantity of material available at any prospective source. No material will be accepted from any of them that does not conform fully with all specified quality and size requirements.

Number of Layers - The bottom course of the base shall be constructed in layers of approximately equal thickness, none of which shall exceed 6" in thickness, and to the total compacted thickness indicated on the typical cross-section plans.

All other courses of the base may be constructed in one layer to the compacted thickness indicated on the typical cross-section plans.

Measurement and Payment - The basis of measurement and payment for the construction of the base, as specified, will be as set forth in the standard specifications except that payment will be made at the prices bid per ton for each of the kinds and sizes of materials involved in the work as the same are indicated by the bid items. The bid and pay items will be:

1. Coarse Crushed Material in Base
2. 3/4"-0 Material in Base

The quantities of materials to be paid for shall be determined by weighing on weigh scales provided by the contractor as hereinafter set forth in the insert titled "Supplemental Standard Specifications for Providing of Weigh Scales and Determination of Pay Tonnages", issue of May 1958, bound herewith.

The contractor elected to obtain his material from the rock cut at Sta. 410+00 to 419+50. This material was subject to the "Earthwork" item as a portion of the crushed base material was obtained outside the neat roadway cross section. This area was listed as General Excavation "B" in the special provisions which states:

General Excavation, Location "B" on this project shall comprise and include all pay excavation between Highway Stations 410+00 and 419+50, other than "drainage excavation" and "embankment foundation excavation" as those kinds of pay excavation are defined herein and in said Article 2.4.4.

Contractor to Complete Cut Between Stations 410 and 419+50: The contractor is advised that he will be required to complete the cut between Stations 410 and 419+50 to the lines, grades and cross sections indicated on the plans or as directed by the engineer. This cut has been offered as a source of material for crushed base and aggregates on the "Sugarloaf Mountain-Kind Creek Project." Since the contractor on said other project has the option of using or not using the material, as he so elects, the quantity of material to remain in the cut for removal by the contractor on this project may increase or decrease, from the amount shown on the plans, accordingly. No adjustment in the contract unit price nor compensation other than the contract unit price will be made or allowed due to the variations in the amount of materials to be moved from the cut between Stations 410 and 419+50 as above provided. The provisions set forth in Articles 1.9.5 and 1.9.6 of the standard specifications shall be non-operative and non-applicable to the material which is to be removed from said cut.

Disposal of Excess Excavation: The material to be removed from the cut between Stations 410 and 419+50 which is in excess of the amount required for embankment construction and backfilling within the limits of the project shall become the property of the contractor and shall be disposed of by him at locations and in a manner not unsatisfactory to the engineer. It shall be understood that no separate or additional payment will be made for the hauling of excess materials.

The contractor will be permitted to use these materials for crushing base rock and aggregates, if they meet all quality requirements, as hereinelsewhere set forth.

The contract has, under item 5, General Excavation Location B Unclassified, 24,000 cu.yds. from this source as slope protection material. No provisions were made in the original estimate, however, for covering the payment of the material outside the neat roadbed cross section and utilized in the production of crushed base materials. The production and utilization of material outside the cross sectional neat line area would be subject to double payment; that is, there is a price per ton for crushed aggregate and a price per cubic yard for material under the location "B" excavation item. The contractor in bidding elected to obtain the material from the number 1 material source. His bid price for items 26 and 27, Coarse Crushed Material in Base and 3/4"-0 Material in Base, is $1.30 per ton. General Excavation Location "B" Unclassified is $1.00 per cu.yd.

The contractor on Project F-29(9), Sugarloaf Mountain-King Creek Section, has prior rights to the use of this source. Because of the necessity of placing aggregate on a section of roadway due to an emergency situation, it was necessary to obtain the material prior to the completion of the contract on F-29(9). A Price Agreement (No. 3) was submitted covering the change in method of measurement of the quantities excavated from this source. The contractor agreed to accept the engineer's weight tickets as a basis of measurement. The quantity was converted to cubic yards based on a factor of 2.486 tons/cu.yd. This determination of the conversion factor computing cubic yards from tons of crushed rock at McMullen Quarry was as follows:

Sample Data No.	Sp. Gr.	Project
565,927	3.02	F-29(9) Sugarloaf Mt.-King Creek
573,828	2.97	" " " "
571,095	2.91	EBF-29(11) King Creek - Bridge
578,629	2.94	" " " "
583,431	2.97	" " " "
583,529	2.91	" " " "
Total	17.72	

$\frac{17.72}{6}$ = 2.953 Ave. Sp. Gravity

2.953 Sp. Grav. x 62.4 #/cu.ft. (water) = 184.2672/cu.ft. rock.

$\frac{184.2672 \text{ x } 27 \text{ cu.ft./cu.yd.}}{2000 \text{ \#/ton}}$ = 2.486

Price Agreement No. 5 was initiated to clarify the payment for removal of material from this quarry and utilized on other projects in the area, and to also clarify the procurement of crushable material in the event insufficient suitable material remains within the right of way. The contractor agreed to accept the engineer's weight tickets as a basis for measurement for the excavation quantities to be deducted. These quantities would be converted to cubic yards based on the factor of 2.486 tons per 1 cu.yd. Said yardage is to be deducted from the final remeasure. In the event that insufficient material remains in the State-owned section, the contractor is to provide suitable crushed material, in sufficient quantity to complete the contract, at the unit bid price of $1.80 per ton with no additional compensation for excavation of the said suitable material.

Comments and Recommendations

Due to the limited sources of acceptable base and surfacing aggregate in the southern Oregon coastal area and as the source at Sta. 410+00 to 419+50, known as McMullen Quarry, was available and acceptable, this source was utilized by the contractors in the area for crushed aggregate material. As material is being removed and placed as aggregate on three different contracts, close control is essential on the measurement for payment to these individual contracts. This source is located on the inside of a twelve degree curve, and as material is being excavated beyond the neat slope line, we note that the normal average end method of calculating volumes will induce a considerable error.

Under the Standard Specifications for Highway Construction, Section 9, Measurement and Payment, the following is quoted:

> "The methods of measurement and computation to be used in the determination of the quantities of materials furnished and quantities of work performed under the contract shall be those methods generally recognized as good engineering practice, which, in the opinion of the engineer, give the greatest accuracy consistent with practicable application."

Also, a new Manual of Instructions covers the same situation although this was placed in effect after the contract was let. This manual conveys the recommendations of our office and is developed under 4.3.6, Construction Cross Sections, page 202, paragraph 7:

> "When most of the material on a job lies either on the inside or outside of a curve or curves, an error results. When the error is appreciable, a distance correction based on the length of the curve offset from centerline, a distance equal to the average distance out of the two centers of masses of the two adjacent cross sections should be used in earthwork calculations."

No exact measurement of the difference in quantities can be ascertained at this time as the work has not progressed to where it is possible to calculate these volumes, but by observation and a minimum of calculations, it is determined that a reduction in the quantities by the recommended center of mass method of calculations will reduce the quantities determined by the average end method by approximately 15% to 20%. It is therefore recommended that this method be adapted for computing the quantities of this quarry source.

Specification of Materials

The project aggregate was set up to include the following tests:

Fracture Requirements
Liquid Limit
Degradation Limits (eliminated by letter dated 7-14-61)
Sand Equivalent
Los Angeles Rattler Test
Screen Analysis
Plasticity Index

Fracture requirements are established in the contract to cover the material if obtained from a gravel source. As this material is obtained from a quarry, the material is fractured in obtaining and crushing consequently this specification would not apply as the material would have 100% fracture.

Liquid limit requirements, briefly, are as follows:

Percentage of #40-0 Size in Material to be Furnished	Maximum Liquid Limit
0.1 to 4.0 inclusive	40
4.1 to 5.0 "	37
5.1 to 8.0 "	33
8.1 to 10.0 "	30
10.1 to 15.0 inclusive	27
15.1 to 20.0 "	24
20.1 and over	21

In reviewing the progress and record sample test reports on all the crushed material from the quarry, it was found that the material produced is within the allowable specified limits. The reports show that the liquid limit is towards the higher portion of the maximum limit as set forth but this is rather indicative of this type of rock and is an inherent quality of this material.

Degradation Limits - The degradation test referred to herein is the Oregon State Highway Department's test for "Degradation of Aggregates by Air Dispersion in Water." These requirements, in brief, are as follows:

P/20 Percentage	Height Maximum
0 to 20	2.0 inches
20 to 25, inclusive	1.75 inches

This specification was included in the special provisions as originally submitted. After considering and reviewing this material in which previous testing had been performed, it was determined this specification would be too rigid to follow and it would be impossible to consider its usage for crushed aggregate. Consequently on July 14, 1961, thirteen days prior to the bid opening, a letter went out to all contractors, under the heading of "Revision Letter No. 3" deleting from the special provisions on pages 20 and 21 the "Degradation Limits" in its entirety. However, in further review of the specifications, it was found that the deletion was not considered in the oiling aggregate, as on page 30 of the special provisions, the second paragraph has included the "Degradation Limits" to be applicable to the production of aggregates.

Comments and Recommendations

In specifying a certain control and then eliminating it because of impossible compliance therewith should be a subject for review even at the preliminary stages of a project. If it is impossible to utilize a certain material because of its non-compliance with this specification and there is no available source in the area from which acceptable material can economically be produced, it would appear that some additional investigating is necessary to assure this material can be satisfactorily utilized and have a comparable usage as other sources where this specification does not pose a problem. It is therefore recommended that consideration be given to the investigation and utilization of a stabilizing agent to insure the non-degradation of the material.

Sand Equivalent - The provisions under this specification are included in order to insure that the production of materials are free from objectionable fine material. The materials under this contract are then subject to the sand equivalent test and shall have a value of not less than 35.

Progress test and final record tests indicate that this material is within the specification for the base rock produced on this project. Test results show the 2"-0 and the 3/4" to 0 material varies from a low of approximately 37 to a high of 62. Final record samples, however, show the material after incorporation in the roadbed has a tendency to degrade. The reports show this sand equivalent factor to be just slightly below 30. This fact is verified when we again review the application of the degradation specifications to this material.

The specifications have included the sand equivalent test for the oiling aggregate, however, under this specification, it states that: In order to insure the production of materials free from objectionable fine material, the raw or native material from which the materials required in the work are manufactured or produced will be subjected to the sand equivalent test. It is also stated that the contractor shall process the raw or native materials in any source, prior to their use in the actual production or manufacture of required products. The specifications for gradation on this material has a tolerance limit which would eliminate the fine material. Thus, the sand equivalent would not be applicable for the oiling aggregate. The standard specifications state that the material must be clean of all dirt, dust, clay, and other objectionable matter.

Comments and Recommendations

It is therefore recommended that the additional quality requirements as included in the oiling aggregate specification be so worded as to exclude the sand equivalent test. The inclusion of this reference is unnecessary as the special provisions insure that the material will be free of this objectionable matter and it shall be removed by scalping, screening, washing, air cleaning, or other means necessary to remove this material.

Los Angeles Rattler Test - The general specifications include a "Quality of Materials Control" which states: The material to be used in the construction of base shall be manufactured from hard, durable and otherwise suitable rock or gravel which, when subjected to the Standard Method for Test for Abrasion of Coarse Aggregate by Use of the Los Angeles Machine AASHO Designation T96, shall show a percentage of wear not in excess of 35.

Before a source is listed for use, it is checked for this specification. Further testing is subsequently performed on the material during production on a periodic basis. Of the number of test reports reviewed, eight Los Angeles Abrasion tests were taken and these averaged approximately 21. A sample of the pit run material submitted after the quarry was developed showed an abrasion wear of 16.4. The results of this test show the material to be well within the limits for durability.

Screen Analysis - Grading requirements are listed as follows: When sizes of materials are described in the standard specifications, special provisions or plans by size designations, it shall be understood that each designated size of the materials shall be well and uniformly graded between its designated maximum and minimum dimensions, subject to the further requirement that the grading of materials of the given size designations shall conform to the following tables, Nos. 1 and 2:

Table No. 1 - Intermediate Grading of Coarse Material

Size Designation of Material	Size of Screen on which 20% to 40% of Material shall be retained
2"-0	1" Screen
3/4"-0	3/8" Screen

Table No. 2 - Intermediate Grading of Fine Material

Size Designation of Materials	Percentage of ¼"-0 Material in Materials to be Furnished Maximum	Minimum
2"-0	45	30
3/4"-0	60	40

The grading specifications for oil aggregate are included in the standard specifications and listed under "Tolerance Limits." Materials of a specified or designated size may contain oversize material within the following limits:

10% oversize when designated maximum size of materials is less than 1½" but greater than ½".
15% oversize when designated maximum size of materials is ½" or less.
10% undersize when designated minimum size of materials is less than 1½" but greater than 3/4".
15% undersize when designated minimum size of materials is 3/4" or less.

None of the oversize contained shall be of a size exceeding by more than ½" the designated maximum size of the materials.

The progress test reports show the crushed rock 2"-0 base surfacing material to be within the specified limits as set forth in the contract, however, throughout the crushing operations, the percent accumulated on the 1" screen and passing the ¼" sieve were generally toward the lower limits. Final record samples taken from the roadbed also show the 2"-0 base surfacing to be within the specifications. Better control seemed to be developed on the 3/4"-0 base material and the progress tests indicate the material to be well within the specifications.

The test reports for gradation on the oil aggregate show this material to be substantially within the specifications for the ¼"-#10, ½"-¼", 3/4"-½", however, some difficulty was experienced in obtaining satisfactory gradation when production began on the ¼"-#10. This was corrected and further testing shows the gradation to be satisfactory. Record samples taken at the crusher show the material to be within the gradation limits.

Considerable difficulty was experienced with the gradation testing on the 1¼"-3/4". The progress tests submitted to the central laboratory showed a consistent excess amount of material passing the 3/4" screen. Field tests of this material indicated the material to be within the specifications. This matter was reviewed extensively and considerable testing was performed subsequently in order to determine the feasibility of utilizing this aggregate. As this situation was found to be prevalent on 1¼"-3/4" oiling aggregate in this quarry which is being utilized on three projects in the area, a complete study was determined necessary. Three samples from each of the three projects were submitted to the central laboratory. They were first hand screened and then rerun through the mechanical screens. In addition to this, the samples from Project EBF-29(12), Powers Junction Sugarloaf Mountain Section, were rescreened by hand after the mechanical screening. The results of these tests were:

		Percent Retained of 3/4" Screen		
Project	**Lab Report No.**	**Hand Screen**	**Mech. Screen**	**Hand Screen**
F-29(9)	601818	92.9%	79.8%	-
	601819	95.4%	84.3%	-
	601820	94.9%	80.3%	-
EBF-29(11)	602223	92.9%	79.8%	-
	602224	94.9%	80.3%	-
	602225	95.4%	84.3%	-
EBF-29(12)	602226	92.9%	79.8%	80.4%
	602227	94.9%	80.3%	80.5%
	602228	95.4%	84.3%	83.4%

As the tolerance limits give a 15% allowance on the 3/4" material, the hand screen samples show the material to be well within the allowable limits. The mechanical shaker shows a consistent variation from the hand screening showing rather conclusively that the shaker tends to agitate the material to such a point where it breaks the rock or wears off corners allowing it to pass through the 3/4" screen. Hand screening after testing in the mechanical shaker verifies these results. In addition to these results, the tests show that the greatest increase in the material passing the 3/4" screen was that retained on the ½" screen. The average of material retained on the ½" screen increased from 4.0% by hand screening to 10.8% by machine screening. The material passing the #200 screen by machine screening averaged 0.7% and never ran over 0.8%. In view of this obvious breaking of aggregate due to the severe shaking of the mechanical screening, and the lack of the material passing the 200 screen, the State has recommended the material be accepted on the basis of hand screening in the field or in the central laboratory.

The Standard Method of Test for Sieve Analysis of Fine and Coarse Aggregates AASHO Designation T-27-60 indicates that the sieving operation shall be conducted by means of a lateral and vertical motion of the sieve, accompanied by jarring action so as to keep the sample moving continuously over the surface of the sieve. In no case shall fragments in the sample be turned or manipulated through the sieve by hand. Sieving shall continue until not more than 1% by weight of the residue passes any sieve during one minute.

As the action was severe enough to cause the breaking of material, it is felt that this is above the intent of the method described for testing and it is recommended the State's request for modification be accepted for this aggregate.

Plasticity Index - The contract specifies the following for material control of plasticity index: Material containing fines passing a No. 40 sieve shall be tested to determine the plasticity index of the fines, and shall conform with the following requirements:

Percentage of No. 40-0 Size in Material to be Furnished	Maximum Plasticity Index
0.1 to 3.0 inclusive	20
3.1 to 4.0 "	15
4.1 to 5.0 "	12
5.1 to 10.0 "	6
10.1 to 15.0 "	4
15.1 to 20.0 "	3
20.1 to 25.0 "	2
Over 25	0

In reviewing all the samples of the aggregate produced from this source, we find the material is substantially non-plastic. Some tests show a slight percentage of plasticity but this amount is slight and well within the allowable limits.

Testing Procedures and Results, Inspection of Field Testing, and Review of Field Books for Quantities - The special provisions provide, under Supplemental Standard Specifications for Providing of Weigh Scales and Determination of Pay Tonnage, a specification for the Field Laboratory. This read as follows:

Weighhouse and Field Laboratory - Unless the materials are weighed on public scales or are produced at a commercial plant, the contractor shall furnish a building suitable for use by the weighman and inspector as a combination weighhouse and field laboratory and restricted to use by the weighman and inspector. The building shall provide protection to the recording device of platform type scales and to the occupants and it shall also provide suitable space for storage of testing equipment, for the keeping of records and for use of the inspector as a field laboratory. It shall be weatherproof, wood-floored, not less than 8' by 12' in plan and with a ceiling height not less than 7'. It shall be provided with one standard door, one sliding or hinged window facing the scale, and one similar window at each end to provide cross ventilation; one end window being so placed as to permit viewing of the loading operations. The door and all windows shall be provided with locks. Two inside shelf desks or work tables, each approximately 8' long and 2½' wide, shall be provided; one along each end of the building. If electrical energy is reasonably available, the building and scales shall be adequately lighted and two electrical double wall outlets shall be provided, one at each desk or work table.

The test house as provided is shown in the following snapshots:

Photographs of test house on next page

SEP · 62

This is view of the front and one side of the combination weighhouse and Field Laboratory

SEP · 62

This is a view of the rear and other side of the test house

The measurements show the weighhouse to be 8' by 10' and by visual observation would barely meet the requirements set forth.

In reviewing the testing procedures, it was found that field sampling consisted only of the screen analysis. The State has furnished a gas-operated machine to perform this test. Sand equivalent liquid and plastic limit apparatus has been furnished to the area and is located at the resident engineer's office at Coquille, Oregon, approximately 16 miles to the west of this project. Due to the distance involved, the resident engineer did not perform any of these tests in the field, however, he did indicate that daily samples were submitted to the State Central Laboratory for testing.

During the inspection, the contractor was crushing 2"-0 material and the sampling and testing procedures were observed. No provisions were made by the contractor to enable the inspector to obtain a representative sample and it was left to his discretion to obtain this sample as best he could. The sample was being obtained from the belt below the hopper and before it traveled the last belt to the final storage bus. In observing the obtaining of the sample at this point, it was found that the inspector was unable to get a full section of the belt due to the close quarters and the heavy flow of material on the belt. It was then suggested the sample be obtained from the final truck loading bin, by first emptying the bin and when the plant was in full production, obtain the sample at that time. This sample was taken to the field lab for testing. The entire sample, without quartering (amounting to approximately 40 pounds), was placed in the shaker and the machine started. Due to the heavy load, the machine was unable to effectively operate and the inspector assisted its operation by moving the material over the screen by hand. The following results were obtained by this test:

Specifications	Test Results
2" - not more than 5% retained	6.6%
1" - 20 - 40%	36.3%
¼" - passing 30 - 45%	31.8%

The resident engineer indicated that no actual form record was maintained in the field lab, however, the day's results were averaged and placed in the project's diary. There is on file in the resident engineer's office forms to record each test. The resident engineer was informed it would be well to have a record on file for each field test taken. A copy of this form is attached. (See attached form)

The procedure for control of measurement for payment of the aggregate is as follows: The weighman at the test house weighs the trucks as they cross the scales and makes out a weigh or load memorandum. This is taken by the next driver to the ticket writer on the grade. He in turn makes out a materials receipt and holds the tickets to the end of the day. One copy is given to the contractor and the other is for the project records. The last driver of the day receives two tickets and thus the man writing the materials receipt knows this is the last load for the day. A ten load weight check is made between the weighman and the ticket writer in order to corrulate the tonnage being measured. This plan works very well and gives a close periodic check on the progress of the material placement.

The scales are checked three or four times a day and the trucks are tared at least twice a day.

Observations of Placement of Material and Field Sampling of the Material

The placement and roadbed sampling were not observed as the contractor was placing material in stockpile.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
FIELD CHECK ON CRUSHED MATERIAL

Section
Resident Engineer
Highway
Contractor
County
Prefix
Contract No.

STANDARD SPECIFICATIONS (May 1, 1954)

INTERMEDIATE GRADING OF MATERIAL (2.15.5)

Table No. 1 — COARSE

Size Designation of Material	Size of Screen on Which 20% to 40% of Material Shall Be Retained
4 1/2 -0	2 1/2 Screen
4 -0	2 Screen
3 1/2 -0	2 Screen
3 -0	1 1/2 Screen
2 1/2 -0	1 1/4 Screen
2 -0	1 Screen
1 1/2 -0	3/4 Screen
1 1/4 -0	3/4 Screen
1 -0	1/2 Screen
3/4 -0	3/8 Screen

Table No. 2 — FINE

Size Designation of Materials	Percentage of 1/4-0 Material in Materials to be Furnished: Maximum	Minimum
4 1/2 -0	35	20
4 -0	35	20
3 1/2 -0	40	25
3 -0	40	25
2 1/2 -0	45	30
2 -0	45	30
1 1/2 -0	50	35
1 1/4 -0	50	35
1 -0	55	40
3/4 -0	60	40
1/2 -0	75	50

2.15.6 Tolerance Limits

Materials of a specified or designated size and which are to be furnished under Division 2 of the specifications given in Sections 10, 11, 13, 14, 16 and 17 may contain oversize material and or undersize material within the following limits:

5% oversize when designated maximum size of materials is 1½ or greater.

10% oversize when designated maximum size of materials is less than 1½ but greater than ¾

15% oversize when designated maximum size of materials is ¾ or less.

5% undersize when designated minimum size of materials is 1½ or greater.

10% undersize when designated minimum size of materials is less than 1½ but greater than 3/4 .

15% undersize when designated minimum size of materials is 3/4 or less.

None of the oversize contained shall be of a size exceeding by more than one-half (½) inch the designated maximum size of the materials.

The above tolerance limits do not and are not to apply to aggregates used in Portland cement concrete or in asphaltic concrete.

SPECIAL PROVISIONS

Source of material ______________________ Size ______

Where was sample taken from? ______________________

To be used for ______________________ ; sand equivalent test ______ %

Sample sent to the laboratory, sample no. ______________ Date sent to lab. ______

FIELD TEST DATA

Screen Size												
Weight of Sample												
Weight Retained												
% Single Seive												
% Accumulative												
Specified Limits, %												
% + or – Specified Limits												

REMARKS

Instructions to Contractor, etc.

cc: Construction Engineer
Division Engineer
Resident Engineer

Checked by______________ Date______________

(June 21, 1956)

RECEIVED
SEP 14 1962
FOR FILING

☎ WEST COAST TELEPHONE COMPANY
GENERAL OFFICES: EVERETT, WASHINGTON • AREA CODE 206 • ALPINE 9-2111

Everett, Washington
September 11, 1962

R. L. [illegible]

State of Oregon
State Highway Department
Salem, Oregon

KING CREEK - BRIDGE SECTION, COOS BAY - ROSEBURG HIGHWAY

Regarding your letter of August 21, 1962, and our bill No. ZZ08214 for reimbursement in connection with the associated line relocation, we find the billing to be correct with the exception of the interest during construction that you will eliminate from the bill.

Our original estimate, as submitted August 7, 1961, was estimated by use of Broadgauge Unit Costs which contain an estimating percentage in the overhead expense to cover anticipated board and lodging charges. However, when the billing is prepared by the accounting section, this board and lodging percentage is not considered as part of the overhead, but as an actual cost.

D. J. Tompers
Chief Engineer

DER:dw

original returned To Maison
9-14-62

RECEIVED
SEP 13 1962
OREGON
STATE HIGHWAY COMMISSION

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
30 1962

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 28, 1962

Attention: F. D. Morgan, Construction Engineer

5947

FROM : A. W. Parsons, Division Engineer
08-35.8-DB Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

Morgan
Young

SUBJECT: King Creek-Bridge Section
Oregon F-29(11)

Please refer to your letter of August 8, 1962 concerning the deletion of the "degradation of aggregates by air dispersion in water". On August 14, 1961 a revision letter was issued to delete from the Special Provisions the requirement for degradation tests from Page 20 and 21.

We agree that the intent was that the test be eliminated entirely from the project and therefore approve the deletion of the degradation test from the oil aggregate specifications as stated on page 30 of the Special Provisions.

RECEIVED
AUG 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
copy To Young
8-29-62

RECEIVED
0 1962

5947

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 8, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: King Creek-Bridge Section

Dear Mr. Parsons:

The Special Provisions for this project included on page 20, 21 and 30, the specification that the contractor would be required to produce aggregates which would pass the Oregon State Highway Department's standard test for "degradation of aggregates by air dispersion in water". On August 14, 1961, a revision letter was issued which deleted the Special Provisions requirement for degradation tests from pages 20 and 21. Overlooked was the deletion of this test from page 30.

However, we had specified that the oiling aggregates could be produced from the same prospective source from which other stone materials were being produced. Our tests on this source which, incidentally, is the only economical source for the production of stone materials on this project, had shown that it would not pass the degradation test. The fact that we did not delete the provisions requiring degradation tests on the oil aggregates found on page 30 of the Special Provisions was an oversight on our part. Our intention was that the test be eliminated entirely from the project.

It is now requested that the Bureau of Public Roads approve the deletion of the degradation test from the oiling aggregate specification as stated on page 30 of the Special Provisions.

Very truly yours,

F. D. Morgan
Construction Engineer
By FB Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
cc: R. L. Porter ✓
L. R. Chandler
G. W. Harra

NOTED
R. L. PORTER

FORM E-129X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
1962

29(11)

747

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
R. L. FORTIER

August 7, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: 1-1/4"-3/4" Oil Aggregate
McMullen Quarry
Coos Bay-Roseburg Highway
Projects F-29(9), EBF-29(11) and
EBF-29(12)

Dear Sir:

We have had additional tests run on the gradation of the 1-1/4"-3/4" oiling aggregates which have been produced at the McMullen Point Quarry. The field screening has consistently shown good gradation, but the central laboratory results have shown consistently that excess material passes the 3/4 screen.

We obtained three samples from each of the three projects and these were hand screened in the central laboratory. The samples were then rerun through the mechanical screens. In addition to this, the samples from project EBF-29(12) were rescreened by hand after the mechanical screening. The results of these tests were:

		Per cent retained on 3/4" screen		
Project	Lab Report #	hand screen	mech. screen	hand screen
F-29(9)	601818	92.9%	79.8%	---
	601819	95.4%	84.3%	---
	601820	94.9%	80.3%	---
EBF-29(11)	602223	92.9%	79.8%	---
	602224	94.9%	80.3%	---
	602225	95.4%	84.3%	---
EBF-29(12)	602226	92.9%	79.8%	80.4%
	602227	94.9%	80.3%	80.5%
	602228	95.4%	84.3%	83.4%

These tests show rather conclusively that a small portion of the rock is degrading in the mechanical screening process. This rock apparently fractures or cracks in the crushing process without completely breaking, and the mechanical screening completes the break. In addition to the above results, the tests show that the greatest increase in the material passing the 3/4-inch screen was that retained on the 1/2-inch screen. The average of material retained on the 1/2-inch screen increased from 4.0 per cent by hand screening to 10.8 per cent by machine screening. The material passing the #200 screen by machine screening averaged 0.7 per cent and never ran over 0.8 per cent.

These results would indicate that a small portion of the rock is being broken or having corners knocked off during the mechanical screening. The P200 fraction indicates that the material is clean, and that air slacking in the stockpile is not a problem.

In view of the obvious degradation in the severe shaking of the mechanical screening, and the lack of P200 fraction, we believe that the material is suitable for the use intended and recommend that the material be accepted on the basis of hand screening done either in the field or in the central laboratory.

Your approval of this basis of screening is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
L. R. Chandler
G. W. Harra

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5947

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 31, 1962

Mr. [illegible] W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

1-1/4"-1/3" Oil Aggregate
McMullen Quarry
Coos Bay-Roseburg Highway 5947
Projects F-29(9), EBF-29(11) and
EBF-29(12) 5988

Dear Sir:

We have had additional tests run on the gradation of the 1-1/4"-3/4" oiling aggregates which have been produced at the McMullen Point Quarry. The field screening has consistently shown good gradation, but the central laboratory results have shown consistently that excess material passes the 3/4 screen.

We obtained three samples from each of the three projects and these were hand screened in the central laboratory. The samples were then rerun through the mechanical screens. In addition to this, the samples from project EBF-29(12) were rescreened by hand after the mechanical screening. The results of these tests were:

Project	Lab Report #	Per cent retained on 3/4" screen hand screen	 mech. screen	 hand screen
F-29(9)	601818	92.9%	79.8%	- - -
	601819	95.4%	84.3%	- - -
	601820	94.9%	80.3%	- - -
EBF-29(11)	602223	92.9%	79.8%	- - -
	602224	94.9%	80.3%	- - -
	602225	95.4%	84.3%	- - -
EBF-29(12)	602226	92.9%	79.8%	80.4%
	602227	94.9%	80.3%	80.5%
	602228	95.4%	84.3%	83.4%

These tests show rather conclusively that the rock is degrading in the mechanical screening process. This rock apparently fractures or cracks in the crushing process without completely breaking, and the mechanical screening completes the break. In addition to the above results, the tests show that the greatest increase in the material passing the 3/4-inch screen was that retained on the 1/ 2-inch screen. The average of material retained on the 1/2-inch screen increased from 4.0 per cent by hand screening to 10.8 per cent by machine screening. The material passing the #200 screen by machine screening averaged 0.7 per cent and never ran over 0.8 per cent.

These results would indicate that the rock is being broken or having corners knocked off during the mechanical screening. The P200 fraction indicates that the material is clean, and that air slacking in the stockpile is not a problem.

In view of the obvious degradation in the severe slacking of the mechanical screening, and the lack of P200 fraction, we believe that the material is suitable for the use intended and recommend that the material be accepted on the basis of hand screening done either in the field or in the central laboratory.

Your approval of this basis of screening is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. K. Klaboe
F. K. Klaboe
Assistant Construction Engineer

CHD:fp

cc R. L. Porter ✓
L. R. Chandler
G. W. Harra

RECEIVED
JUL 13 1962
FOR FILING

[illegible]

5947

Salem, Oregon
July 12, 1962

Mr. K. D. Limbocker
Resident Highway Engineer

Increase in Project Authorization
King Creek - Gridge Section
Coos Bay - Roseburg Highway
Coos County, Contract No. 5947

This is to advise you that at its meeting June 29, 1962, the State Highway Commission approved an increase in project authorization for the subject project in the amount of $112,251.00.

The new authorization for construction is $1,148,382.41. This amount should be used in all future reports.

L. H. Young

DBP:ra
cc: L. R. Chandler

RECEIVED
JUL 12 1962
FOR FILING
5947

PHONE:
RESIDENCE
OR 2-1592

Selmar A. Hutchins, Contractor
P. O. Box 190
U. S. 99 Freeway at 225 Junction
SUTHERLIN, OREGON

PHONE:
ROSEBURG OR 2-4881
SUTHERLIN 2244

July 10, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

Dear Mr. Query:

I enclose this sworn statement of the S.A. Hutchins and Associates Construction Company.

I noticed the estimate check for job #5947 was sent to Yoncalla despite our letter and your acknowledgement requesting the change to this office.

Would you kindly see that all correspondence and estimates relative to job #5947 are sent to this office.

Thanking you, I am

Very truly yours,

Selmar A Hutchins
Selmar A. Hutchins

dlh

Enclosure

Statement to Office Engr. 7-12
Copy of letter to Maison

RECEIVED
JUL 12 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 26 1962
FOR FILING

[illegible]

694

June 25, 1962

Oregon State Highway Commission

Gentlemen:

The King Creek-Bridge Section of the Coos Bay-Roseburg Highway, Contract 5947, is nearing completion. The original project authorization was for $1,036,131 and it is now evident that this will overrun $112,251. This amounts to slightly less than 11 percent. There are two things that contributed to this overrun:

1. There was a large rock cut within the limits of this project on which an adjacent contractor had prior rights to use as surfacing material. This adjacent contractor did not remove as much material as was anticipated, which required an overrun on the subject contract.

2. This project encompasses an area of unstable ground and slide conditions. It was necessary to remove a substantial amount of slide material and do a considerable amount of corrective work to stabilize the roadbed.

This matter will be on the agenda for the June 29 Commission meeting and it is recommended that you approve an additional project authorization of $112,251.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
C. H. Maison

RLP:ajw hlb

Salem, Oregon
June 21, 1962

Overrun of Project Authorization
King Creek-Bridge Section
Coos Bay-Roseburg, Highway
Contract No. 5947

Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

Attached is a Report on Expected Overrun of Project Authorization on Contract No. 5947, the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County. This project is under contract to Selmar A. Hutchins of Roseburg.

The original project authorization was $1,036,131.41. The present anticipated cost is $1,148,382.61, indicating an overrun of $112,251.20, or 10.83%. The major reasons for the overruns on this project are slides and an overrun in item #5, General Excavation, Location B.

This project is being constructed through an area which is known to be unstable, and a number of slides have been encountered. The amount of money expended to date or anticipated to be spent on slides is $102,839.00 (including horizontal drilling work). No money was set up on the project for slide correction work, except the horizontal drilling.

General Excavation, Location B,, was set up as a prospective source for crushed material and for rock slope protection material. The specification specifically stated that the contractor would be paid general excavation for all the material removed from Location B within the right of way lines if the material was incorporated into the rock products manufactured for the job. The specifications did not require that he remove all the materials within the right of way, but that he remove only those materials within the neat roadbed. At the time that the bids were taken it was not known whether a previous contractor who had prior use to this quarry would leave any rock materials or not; and, if so, how much.

Eventually, as it turned out, the prior contractor did not remove all the materials and this contractor was able to produce his rock and riprap from within the right of way lines inside the area designated as Location B. The fact that he

R

would and could use these materials and that he would be paid general excavation for them was reflected in his bid price for the rock. However, no funds were set up in the contract to handle this excavation. The maneuver resulted in an approximate 70,000 cu. yd. overrun for excavation of Location B, which, at his bid price of $1.00 per cu. yd., amounts to $70,000.00

In other words, this contract contained a "built in overrun" as a result of the way the matter was handled by the Special Provisions. We had no way of determining how much rock would be available from this source prior to the bidding and as a consequence made no allowance in the bid item. It is, therefore, recommended that the project authorization be increased $112,251.20 from $1,036,131.41 to $1,148,382.61.

A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachment

cc: L. R. handler

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Myrtle Point, Oregon
June 15, 1962

F. D. Morgan
Construction Engineer
Salem, Oregon

Attention: C. H. Baker

SUBJECT: Report on Expected Over-run of
Project Authorization
King Creek - Bridge Section
Coos Bay - Roseburg Highway
Coos County
Contract No. 5947

Herewith Report on Expected Over-run of Project Authorization for subject section. Also included herewith are the work sheets used to determine the Over-run.

K. D. Limbocker
K. D. Limbocker
Resident Engineer

CONSTRUCTION DIVISION
RECEIVED
JUN 18 1962
NOTED ☐ ☑ ☐ ☐ ☐

CB

Baker

Form E-250—25008

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PRO

Section King Creek-Bridge
Kind of work Grading, Oiling and Structures
Contractor Selmar A. Hutchins

County Coos
Highway Coos Bay-Roseburg
Date of award July 28, 1961

Work done Workdays
Estimated d

Item	Unit	Unit Price		Original Authorization			Estimate Corrected to Date			Perform
Sheet 1 of 3				Quantity	Amount		Quantity	Amount		Quantity
1. Clearing and Grubbing	Lump Sum			All Spec.	$ 24,000	00	1	24,000	00	95%
2. Drainage Excavation, Unclas.	cu.yds.	$ 3	00	5,100	15,300	00	5,100	15,300	00	2,[illegible]
3. Embankment Foundation Excavation, Unclassified	cu.yds.	1	05	9,200	9,660	00	[illegible]	[illegible]	00	5,255
4. General Excavation, Loc. A, Unclassified	cu.yds.		45	253,000	113,850	00	26[illegible] *	4,500 118,350	00	[illegible]
5. General Excavation, Loc. B, Unclassified	cu.yds.	1	00	24,000	24,000	00	94,000 *	70,000 [illegible]	[illegible]	[illegible]
6. Short Overhaul	yd.sta.		01	833,000	8,330	00	[illegible]	[illegible]		680,986
7. Long Overhaul	cu. yd.sta.		35	17,800	6,230	00		[illegible]	[illegible]	15,240
8. Finishing Roadbed & Slopes	mile	1000	00	1.97	1,970	00	1.97	[illegible]	[illegible]	0
9. Rounding Cutbanks	l.ft.		16	10,250	1,640	00	[illegible]	[illegible]		0
10. 12" Corrugated Metal Pipe	l.ft.	3	75	350	1,312	50	350	[illegible]	50	196
11. 18" Corrugated Metal Pipe	l.ft.	5	25	600	3,150	00	1072 *	5,628	00 ✓	866
12. 24" Corrugated Metal Pipe	l.ft.	8	00	280	2,240	00	336 *	448 [illegible],688	00 ✓	336
13. 36" Corrugated Metal Pipe	l.ft.	13	50	200	2,700	00	240 *	540 3,240	00 ✓	240
14. Salvage and Reinstalling Culvert Pipe	l.ft.	3	00	230	690	00	230	[illegible]		0
15. 6" Perf. Metal Drain Pipe, Uncoated	l.ft.	2	00	440	880	00	[illegible] *	[illegible] 1,32[illegible]	✓	[illegible]
16. 8" Perf. Metal Drain Pipe, Uncoated	l.ft.	2	45	11,200	27,440	00	11,200	27,440	00	7,6[illegible]
17. 8" Metal Drain Pipe	l.ft.	2	60	180	468	00	180	468		0
Sub Totals					$ 243,860	50		$322,300	50 ✓	

(a)

(b)

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

[illegible]

WAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Coos
Coos Bay-Roseburg
ward July 28, 1961

Work done to
Workdays: Specified 150 Used:
Estimated date of completion

Estimate No.
Contract No. 5947
Job prefix 6-1093

orization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
Amount		Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
24,000	00	All	24,000 00	95%	22,800 00	[illegible]	[illegible]	0	
15,300	00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6,[illegible] 00		
9,660	00	[illegible]	[illegible]	[illegible]	[illegible]57 7[illegible]	[illegible]	4,142 25		
13,850	00	263,000*	118,350 00	206,830	93,073 50	56,170	25,276 50		
24,000	00	91,[illegible]*	70,000 [illegible]	[illegible]	32,[illegible]	[illegible]	[illegible] 00		
8,330	00	833,000	8,[illegible]	[illegible]	[illegible]	112,[illegible]	[illegible] 14		
6,230	00	[illegible]	[illegible]	15,[illegible]40	[illegible]	[illegible]	[illegible] 00		
1,970	00	[illegible]	[illegible]	0	0	[illegible]	[illegible]		
1,640	00	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]		
1,312	50	350	1,312 50	[illegible]	[illegible]	[illegible]	[illegible]		
3,150	00	1072*	5,628 00 ✓	866	4,546 50	206	[illegible] 50		
2,240	00	[illegible]*	[illegible],688 00 ✓	[illegible]	[illegible] 00	[illegible]	[illegible]		
2,700	00	240*	540 3,240 00 ✓	240	[illegible]	[illegible]	[illegible]		
690	00	[illegible]	[illegible]	0	[illegible]	[illegible]	690		
880	00	677*	677 1,3[illegible]	677	[illegible]	[illegible]	[illegible]		
27,440	00	[illegible]	[illegible]	7,6[illegible]	[illegible]	[illegible]	8,6[illegible] 00		
468	00	[illegible]	[illegible]	0		[illegible]	468		
243,860	50		$322,300 50 ✓		232,182 81 ✓		90,117 69 ✓		

(b)

...., Engineer in Charge

Form E-256-[illegible]

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJE

Section King Creek-Bridge
Kind of work Grading, Oiling & Structures
Contractor Salmar A. Hutchins

County Coos
Highway Coos Bay-Roseburg
Date of award July 28, 1961

Work done to
Workdays:
Estimated date

Item	Unit	Unit Price		Original Authorization			Estimate Corrected to Date			Performed	
Sheet 2 of 3				Quantity	Amount		Quantity	Amount		Quantity	
Subtotal, Brought Forward					$ 243,860	50		$322,300	50		$2
18. Special Backfill in Drains	cu.yds.	$ 5	75	1,630	9,372	50	[illegible]	9,372	50	1,048	
19. Class "A" Concrete in Box Culverts	cu.yds.	75	00	350	26,250	00	[illegible]	[illegible]		325	
20. Metal Reinforcement in Box Culverts	lbs.		15	73,000	10,950	00	[illegible]	10,170	00	[illegible]	
21. Metal Guard Rail	l.ft.	2	65	8,600	22,790	00	[illegible]	[illegible]	00	0	
22. Guide Posts, Type W-2	each	7	50	110	825	00	110	[illegible]		[illegible]	
23. Type 1 Fence	rods	5	50	70	385	00	[illegible]	[illegible]		0	
24. Type 2 Fence	rods	6	25	500	3,125	00	[illegible]	[illegible]		238	
25. 16' x 48" Metal Gates	each	95	00	2	190	00	[illegible]	190	00	[illegible]	
26. Coarse Crushed Mat'l in Base	ton	1	80	57,300	103,140	00	[illegible]	[illegible]		[illegible]	
27. 3/4" - 0 Material in Base	ton	1	80	5,700	10,260	00	5,700	[illegible]		[illegible]	
28. Sprinkling	M-gal.	3	00	2,000	6,000	00	[illegible]	[illegible]		938	
29. Preparation of Base	mile	2	50	2.48	6	20	[illegible]	[illegible]		[illegible]	
30. 3/4" - 0 Material in Binder Course	cu.yds.	3	60	500	1,800	00	[illegible]	1800	00	0	
31. Furnishing & Placing Aggregates	cu.yds.	5	75	3,250	18,687	50	[illegible]	[illegible]		0	
32. RC-3 Asphalt	ton	48	00	80	3,840	00	80	3,840		0	
33. 200-300 Asphalt	ton	47	00	250	11,750	00	[illegible]	11,750		[illegible]	
34. RS-1 Asphalt	ton	47	00	70	3,290	00	70	3,290	00	0	
35. Shoring, Cribbing, etc.	Lump Sum			All Spec.	42,000	00	[illegible]	[illegible]		100%	
36. Structural Excavation	cu.yds.	6	00	1,600	9,600	00	[illegible]	[illegible]		1,000	
SubTotals					$ 528,121	70		$605,781	70		$3

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

IWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Coos
ay Coos Bay-Rosaburg
award July 28, 1961

Work done to
Workdays: Specified 150 Used:
Estimated date of completion

Estimate No.
Contract No. 5947
Job prefix 6-1093

uthorization		Estimate Corrected to Date			Performed to Date			To Complete Project			Performed Since Last Estimate		
Amount		Quantity	Amount		Quantity	Amount		Quantity	Amount		Quantity	Amount	
243,860	50		$322,300	50		$232,182	81		$90,117	69			
9,372	50	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	50			
26,250	00	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	375	00			
10,950	00	67,800	10,170	00	67,800	10,170	00						
22,790	00	[illegible]	[illegible]	00	0	0	[illegible]	[illegible]	[illegible]	[illegible]			
825	00	110	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	00			
385	00	70	[illegible]	[illegible]	0	[illegible]	[illegible]	70	[illegible]	[illegible]			
3,125	00	500	3,125	00	298	1,862	50	202	1,262	50			
190	00	[illegible]	190	00	0	0	00		190	00			
103,140	00	51,5[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	00	35,[illegible]	[illegible]	[illegible]			
10,260	00	5,100	10,260	[illegible]	[illegible]	0	00	[illegible]	10,260	[illegible]			
6,000	00	2,000	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			
6	20	248	[illegible]	[illegible]	0			[illegible]	6	20			
1,800	00	500	1800	00	0	0	[illegible]	[illegible]	[illegible]	[illegible]			
18,687	50	3,[illegible]	[illegible]	[illegible]	0	0	00	[illegible]	[illegible]	50			
3,840	00	80	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	3,840	00			
11,750	00	250	11,750	[illegible]				250	[illegible]	00			
3,290	00	70	3,290	00	0	0	00	70	[illegible]	[illegible]			
42,000	00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]			
9,600	00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	3,600	[illegible]			
528,121	70		$605,781	70		$366,998	31		$238,783	39			

(b)

……………………………………, Engineer in Charge

Form E-256—25000

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJE

Section King Creek-Bridge
Kind of work Grading, Oiling & Structures
Contractor Selmar A. Hutchins

County Coos
Highway Coos Bay-Roseburg
Date of award July 28, 1961

Work done to
Workdays:
Estimated date

Item	Unit	Unit Price		Original Authorization			Estimate Corrected to Date			Performed
Sheet 3 of 3				Quantity	Amount		Quantity	Amount		Quantity
Subtotal, Brought Forward					$ 528,121	70		$605,781	70	$36
37. Structural Excavation Below Elevations Shown	cu.yds.	$15	00	80	1,200	00	[illegible]	[illegible]	[illegible]	0
38. Furnish 10" BP 42# Steel Piling	l.ft.	4	40	4,860	21,384	00	[illegible]	[illegible]	[illegible]	[illegible]
39. Drive Steel Piles	each	55	00	166	9,130	00	[illegible]	[illegible]	00	99
40. Splice Steel Piles	each	40	00	42	1,680	00	42	[illegible]	[illegible]	0
41. Class "A" Concrete	Lump Sum			All Spec.	159,000	00	All	157,000	00	85%
42. Metal Reinforcement	Lump Sum			All Spec.	60,600	00	[illegible]	[illegible]	[illegible]	90%
43. Structural Steel	Lump Sum			All Spec.	90,000	00	All	[illegible]	[illegible]	[illegible]
44. Metal Parapet Railing	lin.ft.	4	50	1,620	7,290	00	1,620	7,290	[illegible]	530
(Subtotal, Contract Bid Items)					$ 878,405	70		$956,065	70	$65
Flagging, State Share					12,000	00		4000 [illegible]	[illegible]	
Seeding and Mulching					1,220	00		1,2[illegible]	[illegible]	
Move Power & Telephone Poles	5902 $5			50028	10,500	00		5935 [illegible]	5	
Move Mail Boxes	EWL				80	00		80	00	
Adjust Water Lines	[illegible]				2,500	00		[illegible]	0	
Signing	1,100			[illegible]	1,300	00		500	00	
Horizontal Drains					15,000	00		5000 [illegible]	[illegible]	
Contingencies					41,445	26		0	00	
Engineering				[illegible]	73,680	45		[illegible]		
[illegible]	100			18.92				85	47	
[illegible]	350			198.16				151	74	
[illegible] 5	32,000			2150				32,1[illegible]	00	
Totals					$1,036,131	41		$1,077,780	91	$7

(a)

(b)

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

GHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

nty Coos
hway Coos Bay-Roseburg
e of award July 28, 1961

Work done to
Workdays: Specified 150 Used:
Estimated date of completion

Estimate No.
Contract No. 5947
Job prefix 6-1093

Authorization		Estimate Corrected to Date			Performed to Date			To Complete Project			Performed Since Last Estimate	
Amount		Quantity	Amount		Quantity	Amount		Quantity	Amount		Quantity	Amount
528,121	70		$605,781	70		$366,99[illegible]	[illegible]		$238,783	39		
1,200	00	80	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]		
21,384	00	[illegible]	[illegible]	00	[illegible]	[illegible]	00	[illegible]	[illegible]	00		
9,130	00	[illegible]	[illegible]	00	99	[illegible]	00	[illegible]	3,6[illegible]	00		
1,680	00	42	1680	[illegible]	0			[illegible]	1,6[illegible]	00		
159,000	00	All	15[illegible]	[illegible]	[illegible]	135,13[illegible]		[illegible]	2[illegible]	[illegible]		
60,600	00	1	60,60[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6,960	[illegible]		
90,000	00	All	9[illegible]	[illegible]	[illegible]	7[illegible]		[illegible]	[illegible]	[illegible]		
7,290	00	1,620	7,290	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
878,405	70		$956,065	70		$654,890	31		$301,175	39		
12,000	00		8000 [illegible]	[illegible]		[illegible]	[illegible]		[illegible]	83		
1,220	00		1,2[illegible]	[illegible]		[illegible]			[illegible]	00		
10,500	00		5923.15 10,[illegible]	[illegible]		[illegible]	[illegible]		10,[illegible]	84		
80	00		80	00					[illegible]			
2,500	00		0	00		0	00		0	00		
1,300	00		500	00		362	65		137	35		
15,000	00		5,000 10,000	[illegible]		4,[illegible]	[illegible]		[illegible]	12		
41,445	26		0	[illegible]					0	00		
73,680	45		75,[illegible]			[illegible]	[illegible]		30,621	99		
			85	47		[illegible]	47		0	00		
			151	71		[illegible]			[illegible]	[illegible]		
			3[illegible]			2[illegible]	[illegible]		4,[illegible]	64		
1,036,131	41		$1,107,780	91		$750,339	75		$357,441	16		

(b)

, Engineer in Charge

Form E-256—

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PRO

Section [illegible] **County** Coos **Work done t**

Kind of work [illegible] **Highway** **Work Days:**

Contractor [illegible] **Date of award** **Estimated da**

Item	Unit	Unit Price	Original Authorization		Estimate Corrected to Date		Performe
			Quantity	Amount	Quantity	Amount	Quantity
						$ 1,107,780 91	
[illegible] 6		[illegible]	[illegible]			[illegible]	
[illegible] 7		250.00				[illegible] 00	
EA [illegible]					950	[illegible] 00	950
EA [illegible]					450	237 50	450
EA [illegible]					1,260	[illegible] 00	[illegible]
EA [illegible]					[illegible]	[illegible] 74	[illegible]
PA 3, 4 & 6 [illegible]						[illegible]	
Totals						$ 1,148,382 61	$

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

– Engineering $79,680.45

$1,068,702.16

GHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

nty Cook
Work done to
Estimate No.

hway
Work Days: specified .... used ....
Contract No.

e of award
Estimated date of completion
Job prefix

l Authorization		Estimate Corrected to Date			Performed to Date			To Complete Project			Performed Since Last Estimate		
Amount		Quantity	Amount		Quantity	Amount		Quantity	Amount		Quantity	Amount	
			$1,107,780	91		$750,339	75		$357,441	16			
			[illegible]			[illegible]			0	00			
			[illegible]			0	00		[illegible]				
		[illegible]	[illegible]		[illegible]	[illegible]			[illegible]				
		450	[illegible]		[illegible]	[illegible]			[illegible]				
		[illegible]	[illegible]		[illegible]	[illegible]			[illegible]				
		[illegible]	[illegible]		[illegible]	[illegible]			0	00			
			$1,148,382	61		$765,941	45		$382,441	16			

(b)

− Engineering $79,680.45
$1,068,702.16

...., Engineer in Charge

Form E-16—30M—5-50

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

Summary

Bid Items	878,405.70		
Overrun Increase	77,660.00		
		$956,065.70	Subtotal 1
Approved Work	122,240.53		
Underrun Decrease	-9,564.06		
		1,068,742.17	Sub total 2
Engineering	73,680.45		
+ increase	6,000.00		
		Present Estimate	$1,148,422.62

Form E-49—30M, 5-[illegible]

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Bid Items

Item No				+	−			
1				—	—			
2				—	—			
3				—	—			
4				4,500.00				
5				70,000				
6				—	—			
7				—	—			
8				—	—			
9				—	—			
10				—	—			
11				2,478.00				
12				448.00				
13				540.00				
14				—	—			
15				474.00				
16				—	—			
17				—	—			
18				—	—			
19				—	—			
20					780.00			
21-44				—	—			
				78440.00	780.00			
						Bid Items		
				$77660.00		$ 956,065.70		

Form E-40—30M—5-58

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

ORDER FOR STATE FORCE WORK

	Approved	Est Corrected		+	–		Minor
#1 Horiz Drains	15,000.00	10,000.00			5,000.00 ✓		
2 Coos Curry	15,257.44	9,304.71			5,952.73 ✓		
3 West Coast	10,542.84	10,542.84		—	—		
4 Signing	100.00	85.47			14.53		-14.53
5 Seeding & Mulching	1,220.00	1,220.00		—	—		
EWO							
1. Flagging	12,000.00	8,000.00			4,000.00 ✓		
2. Mail Boxes	80.00	80.00		—	—		
3. Signing	1,300.00	500.00			800.00		-800.00
4 Backstop	350.00	151.74			198.26		-198.26
5. Slides	30,000.00	32,150.00		2,150.00 ✓			
6 Fill Failure	5,689.00	9,940.40		4,251.46 ✓			
7 Slides	25,000.00	25,000.00		—	—		
PA.							
#1 Bridgewater	2,797.50	2,797.50		—	—		
#2 Spec. Borrow	2,863.75	2,863.75		—	—		
	122,200.53						
				6,401.46	15,965.52		
				Net	$9,564.06		

RSM
RSB CON 110 · 6-15-62 10:00

RULIEN

PLS HV LIMBOCKER RESUBMIT HIS REPORT ON OVERRUN AND A WORK SHEET FXX OF HIS MONTHLY PROJ COST REPORT ON CONTRACT 5947. WE CANNOT CHECK MANY OF THE FIGURES SHOWN. THIS SHOULD BE PUT IN THE MAIL TODAY SO WE WILL HV IT MONDAY.

BAKER
DB4.

Hold for June 10
Monthly Project
Cost Report

EGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 22, 1962

eer

SUBJECT: Expected Overrun of
Project Authorization
King Creek-Bridge Section
Coos Bay-Roseburg Highway
Contract 5947

r your consideration is the subject report f-explanatory letter from K. D. Limbocker, which itemizes and explains the various rrun of the major items on this project. Our present project cost is $1,137,425.61, which is 9.77% over the original project authorization, or $101,294.20.

Your approval is recommended.

L. W. Rulien
Asst. Division Engineer

LWR:ds
attach.

CONSTRUCTION DIVISION
RECEIVED
MAY 23 1962

Baker
Please work up

FORM E-30 90M 6-61 36691

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 22, 1962

SUBJECT: Expected Overrun of
Project Authorization
King Creek-Bridge Section
Coos Bay-Roseburg Highway
Contract 5947

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Attached for your consideration is the subject report together with a self-explanatory letter from K. D. Limbocker, Resident Engineer, which itemizes and explains the various reasons for the overrun of the major items on this project. Our present project cost is $1,137,425.61, which is 9.77% over the original project authorization, or $101,294.20.

Your approval is recommended.

L. W. Rulien
Asst. Division Engineer

LWR:ds
attach.

CONSTRUCTION DIVISION
RECEIVED
MAY 23 1962

Baker
Please work up

FORM E-30X 80M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Point, Oregon
May 11, 1962

SUBJECT: Report of Expected Overrun of Project Authorization
King Creek - Bridge Section
Coos Bay - Roseburg Highway
Contract No. 5947

To: L. R. Chandler
Division Engineer
Roseburg, Oregon

Herewith 5 copies of the subject report. The following in way of explaination.

(1) Overrun on Item 4, General Excavation, Location "A". Due primarily to slide conditions "L" 452 - 455+50, the Wyrick slide. An estimated 25,000 Cu. Yds of material will be removed from this slide. As stated before this is minimal correction and could exceed this amount.

(2) General Excavation, Location "B". This overrun caused by inadequate allowance on contract. The contract amount was for 24,000 Cu. Yds. which was the estimated amount of the slope protection rock. Slope protection design was changed due to this rock not being available at the right time. The required excavation from Location "B" should have been

(1) Rock Slope Protection material	24,000 CU. Yds.
(2) Base Rock and Oil Rock requirement	29,092 Cu. Yds.
(3) Waste Material	8,000 Cu. Yds.
	61,092 Cu. Yds.

Additional rock required

(1) Rock inlay (slides)	23,458 CU. Yds.
(2) Replace 1¼" - 3/4" Oil aggregate	1,450 Cu. Yds.
(3) Additional Rock Slope Protection due to change in design	8,000 Cu. Yds.
	32,908 Cu. Yds.
Total requirement from Location "B"	94,000 Cu. Yds.

(3) Utility Adjustment

Authorized	$10,500.00
Estimates	22,277.26
Revised Estimate	19,847.55 (including slide work

(4) Order for Extra Work No. 5. This Order will overrun the estimated $30,000.00 by approximately $2,150.00. This is slide work throughout the project.

(5) Extra Work Order No. 6. This was correction of fill failure and is completed. The work was $4,251.46 inexcess of estimated amount, due primarily to continued subsidence of the rock material as it replaced the original material in the slide section.

(6) Extra Work Order No. 7, Wyrick Slide "L" 452 - 455+50. This order was submitted recently. Involving an Estimated $25,000.00 of work. The correction in minimal and may exceed this figure.

(7) Engineering Authorization. Increase of manpower with out increase of work. At the time I requested engineering trainees I was scheduled for 2 additional projects in May. Tanner Creek - Remote has been rescheduled for August and Salmon Creek Section for June (I hope). This Additional Engineering will be necessary to maintain these men.

K. D. Limbocker
Resident Engineer

Form No. E-372—10M—7-56

REGON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name King Creek - Bridge Section
Date May 11, 1962
Highway Coos Bay - Roseburg
Contract No. 5947
County Coos Kind of Work Grading
Contractor Selmar A. Hutchins
Contract Amount $ 878,405.70

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
Item 4. General Excavation, Location A	10,000 C.Y.	$0.45	$ 4,500.00
Item 5. General Excavation, Location B	70,000 C.Y.	1.00	70.000.00
Item 11. 18" C.M.P.	253 Lin. Ft.	5.25	1,323.00

Minor items, unitemized algebraic total	1 5 [illegible]	[illegible]
Subtotal		$ 954,228.70
Approved work orders (Price, extra work and state force orders)	[illegible] 53	$ 91,682.74 [redacted]

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
Order For State Force Work No. 3 (Utilities)	$ 9,347.55
Order For Extra Work No. 5 (Slide Correction)	2,150.00
[redacted]	
Order For Extra Work No. 6	[redacted]
E.W.O. No. 1 (Flagging)	4,251.46
Minor items, unitemized algebraic total	-4,000.00
	84.71

Subtotal	$ 1,057,745.16
Authorization for engineering	$ 73,680.45
Expected over-run or under-run of engineering authorization	$ 6,000.00
Costs not included above (explain)	$
Allowance for future contingencies (——% of work remaining)	$
Credits to come from transfers and deductions	$
Present estimate of project cost	$ 1,137,425.61

Brief Statement of principal causes of over-run: (1) Slide conditions through project. (2) Insufficient quantity of material listed on contract for Item No. 5, General Excavation, Location "B".

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,036,131.41
Present estimate of project cost	$ 1,137,425.61
Expected over-run (Amount)	$ 101,294.20
Expected over-run (per cent)	9.77

Space to right of this line is for use of Salem office.

Submitted by: K. I. [illegible]
Resident Engineer

Noted by:
Construction or Bridge Engineer

Confirmed by: [illegible]
Division Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

5947

Overruns	
5 Gen exc Loc B	$36,000
11 18" CMP	1396.50
12 24" CMP	448. -2858.50
13 36" CMP	540.
15. 6" Perf	474.—
Subtotal, Contr Items	38,858.50
Anticipated items	
More utilities SF283	9,347.55
Water lines	297.50

Underruns	
20 Re [illegible] in Culv.	780.
	$780.00
Flagging EW1	4000.
~~[illegible]~~	~~2500.~~
Hor drains	5000.
School Backstop EW4	198.26

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJEC

Section: [illegible] Creek–Bridge | County: [illegible]
Type of work: Grading, Oiling and Structures | Highway: [illegible]
Contractor: [illegible] A. [illegible] | Date of award: [illegible], 1961

Item Sheet 1 of [illegible]	Unit	Unit Price		Original Authorization Quantity	Amount		[illegible] Quantity	Amount		[illegible] Quantity	Am
1. [illegible]	Lump Sum			All Spec.	$ 24,000	00	All Spec.	$24,000	00	95%	$22,
2. Drainage Excavation, Unclas.	cu.yds.	$ 3	00	5,100	15,300	00	5,100	15,300	00	2,896	8,
3. Embankment Foundation											
Excavation, Unclassified	cu.yds.	1	05	9,200	9,660	00	9,200	9,660	00	5,255	5,
4. General Excavation, Loc. A,											
Unclassified	cu.yds.		45	253,000	113,850	00	253,000	113,850	00	206,830	93,
5. General Excavation, Loc. B,											
Unclassified	cu.yds.	1	00	24,000	24,000	00	60,000	60,000	00	58,396	58,
6. [illegible]	yd.sta.		01	833,000	8,330	00	833,000	8,330	00	[illegible]	6,
7. [illegible]	[illegible].sta.		35	17,800	6,230	00	17,800	6,230	00	15,240	5,
8. [illegible] Roadbed & Slopes	mile	1000	00	1.97	1,970	00	1.97	1,970	00	0	
9. [illegible]	l.ft.		16	10,250	1,640	00	10,250	1,640	00	0	
10. 12" Corrugated Metal Pipe	l.ft.	3	75	350	1,312	50	350	1,312	50	196	
11. 18" Corrugated Metal Pipe	l.ft.	5	25	600	3,150	00	866	4,546	50	866	4,
12. 24" Corrugated Metal Pipe	l.ft.	8	00	280	2,240	00	336	2,688	00	336	2,
13. 36" Corrugated Metal Pipe	l.ft.	13	50	200	2,700	00	240	3,240	00	240	3,
14. Salvage and Reinstalling											
Culvert Pipe	l.ft.	3	00	230	690	00	230	690	00	0	
15. 6" Perf. Metal Drain Pipe,											
Uncoated	l.ft.	2	00	440	880	00	677	1,354	00	677	1,
16. 8" Perf. Metal Drain Pipe,											
Uncoated	l.ft.	2	45	11,200	27,440	00	11,200	27,440	00	7,656	18,
17. 8" Metal Drain Pipe	l.ft.	2	60	180	468	00	180	468	00	0	
Sub Total					$ 243,860	50		$282,719	00		$232,

Instructions: [illegible]

(a)

(b)

WAY DEPARTMENT—MONTHLY PROJECT COST REPORT

[illegible] Route [illegible]
[illegible] Town [illegible]
[illegible] July 28, 1961
[illegible] June 30, 1962 Estimate No. 10
150 [illegible] Contract No. 5947
estimated date of completion July 31, 1962 Job prefix 6-1093

[illegible]	Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
24,000.00	All Spans	$24,000.00	955	$22,800.00	[illegible]	$1,[illegible]	0	0.00
15,300.00	5,100	15,300.00	2,986	8,958.00	2,114	6,342.00	0	0.00
9,660.00	9,200	9,660.00	5,255	5,517.75	3,945	4,142.25	0	0.00
113,850.00	253,000	113,850.00	206,830	93,073.50	46,170	20,776.50	9,500	4,275.00
24,000.00	60,000	60,000.00	58,396	58,396.00	1,604	1,604.00	0	0.00
8,330.00	833,000	8,330.00	680,986	6,809.86	152,014	1,520.14	10,190	[illegible]
6,230.00	17,800	6,230.00	15,240	5,334.00	2,560	896.00	0	[illegible]
1,970.00	1.97	1,970.00	0	0.00	1.97	1,970.00	0	[illegible]
1,640.00	10,250	1,640.00	0	0.00	10,250	1,640.00	0	[illegible]
1,312.50	350	1,312.50	196	735.00	154	577.50	0	[illegible]
3,150.00	866	4,546.50	866	4,546.50	0	0.00	14	73.50
2,240.00	336	2,688.00	336	2,688.00	0	0.00	0	0.00
2,700.00	240	3,240.00	240	3,240.00	0	0.00	0	0.00
690.00	230	690.00	0	0.00	230	690.00	0	0.00
[illegible]	677	1,354.00	677	1,354.00	0	0.00	0	0.00
27,440.00	11,200	27,440.00	7,656	18,757.20	3,544	8,682.80	0	0.00
468.00	180	468.00	0	0.00	180	468.00	0	0.00
243,060.50		$282,719.00		$232,205.87		$50,509.13		$4,450.40

(b)

Engineer in Charge

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJEC

Section King Creek-Bridge
Kind of work Grading, Oiling & Structures
Contractor Salmar A. Hutchins

County [illegible]
Highway [illegible]
Date of award [illegible]

Item	Unit	Unit Price		Original Authorization			Estimate Corrected to Date			Performed to	
				Quantity	Amount		Quantity	Amount		Quantity	Am
Sheet 2 of XX 4											
Subtotal, Brought Forward					$ 243,860	50		$282,719	00		$232
18. Special Backfill in Drains	cu.yds.	$ 5	75	1,630	9,372	50	1,630	✓ 9,372	50	1,048	6
19. Class "A" Concrete in Box Culverts	cu.yds.	75	00	350	26,250	00	350	✓ 26,250	00	345	25
20. Metal Reinforcement in Box Culverts	lbs.		15	73,000	10,950	00	67,800	10,170	00	67,800	10
21. Metal Guard Rail	l.ft.	2	65	8,600	22,790	00	8,600	✓ 22,790	00	0	
22. Guide Posts, Type W-2	each	7	50	110	825	00	110	✓ 825	00	0	
23. Type 1 Fence	rods	5	50	70	385	00	70	✓ 385	00	0	
24. Type 2 Fence	rods	6	25	500	3,125	00	500	✓ 3,125	00	298	1
25. 16' x 48" Metal Gates	each	95	00	2	190	00	2	✓ 190	00	0	
26. Coarse Crushed Mat'l in Base	ton	1	80	57,300	103,140	00	57,300	✓ 103,140	00	22,265	40
27. 3/4" - 0 Material in Base	ton	1	80	5,700	10,260	00	5,700	✓ 10,260	00	0	
28. Sprinkling	M-gal.	3	00	2,000	6,000	00	2,000	✓ 6,000	00	935	2
29. Preparation of Base	mile	2	50	2.48	6	20	2.48	✓ 6	20	0	
30. 3/4" - 0 Material in Binder Course	cu.yds.	3	60	500	1,800	00	500	✓ 1,800	00	0	
31. Furnishing & Placing Aggregates	cu.yds.	5	75	3,250	18,687	50	3,250	✓ 18,687	50	0	
32. RC-3 Asphalt	ton	48	00	80	3,840	00	80	✓ 3,840	00	0	
33. 200-300 Asphalt	ton	47	00	250	11,750	00	250	✓ 11,750	00	0	
34. RS-1 Asphalt	ton	47	00	70	3,290	00	70	✓ 3,290	00	0	
35. Shoring, Cribbing, etc.	Lump Sum			All Spec.	42,000	00	All Spec.	✓ 42,000	00	100%	4
36. Structural Excavation	cu.yds.	6	00	1,600	9,600	00	1,600	✓ 9,600	00	1,000	
Subtotals					$ 528,121	70		$566,200	20		$36

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

WAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Work done to June 10, 1962 Estimate No. 10

Specified 150 Used: 31 Contract No. 9347

ward July 18, 1961 Estimated date of completion July 31, 1962 Job prefix 6-1073

Amount		Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount	Performed Since Last Estimate Quantity	Performed Since Last Estimate Amount
43,860	50		$282,719.00		$232,209.81		$50,509.19		$4,450.40
9,372	50	1,630	9,372.50	1,048	6,026.00	582	3,346.50	0	0.00
26,250	00	350	26,250.00	345	25,875.00	5	375.00	0	0.00
10,950	00	67,800	10,170.00	67,800	10,170.00	0	0.00	0	0.00
22,790	00	8,600	22,790.00	0	0.00	8,600	22,790.00	0	0.00
825	00	110	825.00	0	0.00	110	825.00	0	0.00
385	00	70	385.00	0	0.00	70	385.00	0	0.00
3,125	00	500	3,125.00	298	1,862.50	202	1,262.50	0	0.00
190	00	2	190.00	0	0.00	2	190.00	0	0.00
103,140	00	57,300	103,140.00	22,265	40,077.00	35,035	63,063.00	0	0.00
10,260	00	5,700	10,260.00	0	0.00	5,700	10,260.00	0	0.00
6,000	00	2,000	6,000.00	935	2,805.00	1,065	3,195.00	0	0.00
6	20	2.48	6.20	0	0.00	2.48	6.20	0	0.00
1,800	00	500	1,800.00	0	0.00	500	1,800.00	0	0.00
18,687	50	3,250	18,687.50	0	0.00	3,250	18,687.50	0	0.00
3,840	00	80	3,840.00	0	0.00	80	3,840.00	0	0.00
11,750	00	250	11,750.00	0	0.00	250	11,750.00	0	0.00
3,290	00	70	3,290.00	0	0.00	70	3,290.00	0	0.00
42,000	00	All Spec	42,000.00	100%	42,000.00	0	0.00	10%	4,200.00
9,600	00	1,600	9,600.00	1,000	6,000.00	600	3,600.00	0	0.00
28,121	70		$566,200.20		$367,025.31		$199,174.89		$8,650.40

(b)

Engineer in Charge

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT

Section King Creek-Bridge
Kind of work Grading, Oiling & Structures
Contractor Delmar A. Hutchins

County Coos
Highway Coos Bay-Roseburg
Date of award July 28, 1961

Work done to [illegible]
Estimated date of co

Item Sheet 3 of 3	Unit	Unit Price		Original Authorization Quantity	Original Authorization Amount			Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Am
Subtotal, Brought Forward					$ 528,121	70			$566,200.20		$367,0
37. Structural Excavation Below Elevations Shown	cu.yds.	$15	00	80	1,200	00		80	✓ 1,200.00	0	
38. Furnish 10" BP 42# Steel Piling	l.ft.	4	40	4,860	21,384	00		4,860	✓ 21,384.00	4,380	19,
39. Drive Steel Piles	each	55	00	166	9,130	00		166	✓ 9,130.00	[illegible]	5,
40. Splice Steel Piles	each	40	00	42	1,680	00		42	✓ 1,680.00	0	
41. Class "A" Concrete	Lump Sum			All Spec.	159,000	00		All Spec	✓ 159,000.00	85%	135,
42. Metal Reinforcement	Lump Sum			All Spec.	60,600	00		All Spec	✓ 60,600.00	90%	54,
43. Structural Steel	Lump Sum			All Spec.	90,000	00		All Spec	✓ 90,000.00	80%	72,
44. Metal Parapet Railing	lin.ft.	4	50	1,620	7,290	00		1,620	✓ 7,290.00	330	1,
(Subtotal, Contract Bid Items)					$ 878,405	70			$916,484.20		$654,
Flagging, State Share					12,000	00			8,000.00		4,
Seeding and Mulching					1,220	00		✓	1,220.00		
Move Power & Telephone Poles	Power tel			15,257.44 ~~10,542.34~~	10,500	00			19,847.55		9,
Move Mail Boxes					80	00		✓	80.00		
Adjust Water Lines					2,500	00		[illegible]	0.00		
Signing					1,300	00		✓	1,300.00		
Horizontal Drains					15,000	00			10,000.00		4,
Contingencies					41,445	26			0.00		
Engineering					73,680	45		✓	73,680.45		49,
State Force Order #4 (signing)									100.00		
Order for Extra Work #4	School bus [illegible]				350	-			151.74		
Order for Extra Work #5	slides				30,000	-		✓	30,000.00		27,
Totals					$1,036,131	41			$1,060,863.94		$7

Instructions: If an increase in construction authorization has been approved by the Highway Commission [illegible] "b" [illegible]
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

WAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Coos

Coos Bay-Roseburg

July 28, 1961

Work done to June 10, 1962 Estimate No. 10

Workdays: Specified 150 Used: 91 Contract No. 5947

Estimated date of completion July 31, 1962 Job prefix 6-1093

Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount	To Complete Project Quantity	To Complete Project Amount	Performed Since Last Estimate Quantity	Performed Since Last Estimate Amount
3,121.70		$566,200.20		$367,025.31		$199,174.89		$8,650.40
1,200.00	80	✓ 1,200.00	0	0.00	80	1,200.00	0	0.00
1,384.00	4,860	✓ 21,384.00	4,380	19,272.00	480	2,112.00	0	0.00
9,130.00	166	✓ 9,130.00	99	5,445.00	67	3,685.00	0	0.00
,680.00	42	✓ 1,680.00	0	0.00	42	1,680.00	0	0.00
,000.00	All Spec	✓ 159,000.00	85%	135,150.00	15%	23,850.00	0	0.00
0,600.00	All Spec	✓ 60,600.00	90%	54,540.00	10%	6,060.00	0	0.00
0,000.00	All Spec	✓ 90,000.00	80%	72,000.00	20%	18,000.00	40%	36,000.00
7,290.00	1,620	7,290.00	330	1,485.00	1,290	5,805.00	330	1,485.00
,405.70		$916,484.20		$654,917.31		$261,568.89		$46,135.40
2,000.00		8,000.00		4,113.17		3,886.83		0.00
,220.00	✓	1,220.00		0.00		1,220.00		0.00
,500.00		19,847.55		9,304.71		10,542.84		0.00
80.00	✓	80.00		0.00		80.00		0.00
2,500.00		0.00		0.00		0.00		0.00
,300.00	✓	1,300.00		362.65		937.35		0.00
,000.00		10,000.00		4,719.88		5,280.12		0.00
,445.20		0.00		0.00		0.00		0.00
,600.45	✓	73,680.45		49,058.46		24,621.99		0.00
		100.00		85.47		14.53		0.00
350 -		151.74		151.74		0.00		0.00
,000 -	✓	30,000.00		27,65[illegible]		[illegible]		0.00
,331.41		$1,060,863.94		[illegible]		[illegible]		$46,135.40

(b)

K. G. [illegible], Engineer in Charge

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJEC

Section King Creek - Bridge
County Coos
Work done to
Kind of work Grading, Oiling & Structures
Highway Coos Bay - Roseburg
Work Days: spec
Contractor Selmer A. Hutchins
Date of award July 28, 1961
Estimated date of c

Item Sheet 4 of 4	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to D Quantity	Am
Subtotal, Brought Forward				$1,036,131.41		$1,060,863.94		$750,
Order for Extra Work #6	Fill failure			5689 -	✓	9,940.46		9,
Order for Extra Work #7	Slides			21000 -	✓	25,000.00		
P.A. #1, 3/4" Galv. Water Pipe					950	570.00	950	
P.A. #1, 1" Galv. Water Pipe	2800 original author			2797 50	✓ 450	337.50	450	
P.A. #1, 2" Galv. Water Pipe					1,260	1,890.00	✓ 1,260	1,
P.A. #2, Special Borrow	Change Section of Pay			2863 74	✓ 3,369.1	2,863.74	3,369.1	2,
P.A. #3, Change in Method of Payment of Bid Item #5				0		0.00		
P.A. #4, Cement Adjustment				0		0.00		
P.A. #5, Change in Method of Payment of Bid Item #5				0		0.00		
Totals				$1,36,131.41		$1,101,465.64		$765

Instructions: If an increase in construction authorization has been ap-roved by the Highway Commission show the amount of the increased uthorization for construction in space "a" to the right. If the "estimate orrected to date" exceeds the amount of the approved authorization for onstruction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b) 6.31

WAY DEPARTMENT MONTHLY PROJECT COST REPORT

Coos
Work done to June 10, 1962
Estimate No. [illegible]

Coos Bay - Roseburg
Work Days: specified 150 used 91
Contract No. [illegible]

ward July 28, 1961
Estimated date of completion July 31, 1962
Job prefix [illegible]

orization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
Amount		Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
36,131.41			$1,060,863.94		$750,366.78		$310,497.16		$46,135.40
[illegible]	-	✓	9,940.46		9,940.46		0.00		0.00
[illegible]	-	✓	25,000.00		0.00		25,000.00		0.00
		950	570.00	950	570.00		0.00		0.00
2797	50	✓ 450	337.50	450	337.50		0.00		0.00
		1,260	1,890.00	1,260	1,890.00		0.00		0.00
2863	74	✓ 3,369.1	2,863.74	3,369.1	2,863.74		0.00		0.00
0									
			0.00		0.00		0.00		0.00
0			0.00		0.00		0.00		0.00
0									
			0.00		0.00		0.00		0.00
36,131.41			$1,101,465.64		$765,968.48		$335,497.16		$46,135.40

(b) 6.31

K. D. [illegible], Engineer in Charge

RECEIVED
1962
FOR FILING

GON STATE HIGHWAY DEPARTM

Report on Expected Over-run of Project Authorization

Project Name King Creek - Bridge | Date June 15, 1962

Highway Coos Bay - Roseburg | Contract No. 5947

County Coos | Kind of Work Gr., Oil & Str. | Contractor S. A. Hutchins

5947

Contract Amount $ 878,405.70

Expected over-runs and under-runs in contract items:

Major items, itemized:

		Quantity	Unit Price	Amount
Item #4	Gen. Exc. Loc. "A"	10,000 C.Y.	$0.45	$ 4,500.00
Item #5	Gen. Exc. Loc. "B"	70,000 C.Y.	1.00	70,000.00
Item #11	18" C.M.P.	472 Lin. Ft.	5.25	2,478.00

Minor items, unitemized algebraic total Items #12, #13, #15 & #20 — 682.00

Subtotal $ ~~956,065.70~~ 77,660.00

Approved work orders (Price, extra work and state force orders) $ 122,200.52

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
Order for State Force Work #1 (Flagging)	(-) $ 5,000.00
Order for State Force Work #2 (Utilities)	(-) 5,952.73
Order for Extra Work #1	(-) 4,000.00
Order for Extra Work #5	(+) 2,150.00
Order for Extra Work #6	(+) 4,251.46
Minor items, unitemized algebraic total S.F.O.#4, E.W.O. #3, E.W.O. #4	(-) 1,012.79

Subtotal $ ~~[illegible].16~~ = 9,564.06

Authorization for engineering $ 73,680.45

Expected over-run or [illegible] of engineering authorization $ 6,000.00

Costs not included above (explain) $

Allowance for future contingencies (——% of work remaining) $

Credits to come from transfers and deductions $

Present estimate of project cost 1,148,382.61

Brief Statement of principal causes of over-run:

(1) Slide conditions through project. (2) Insufficient quantity of material listed on contract for Item No. 5, General Excavation, Location "B".

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 1,036,131.41

Present estimate of project cost $ 1,148,382.61

Expected over-run (Amount) $ 112,251.20

Expected over-run (per cent) 10.83 %

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer

Noted by: Construction or Bridge Engineer

Confirmed by: Division Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
JUN 4 1962

FOR FILING

5947

June 1, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of two utility bills from the Coos-Curry Electric Co-op., Inc., for projects King Creek-Bridge Section, No. ERF-29(11) and Powers Jct.-Sugarloaf Mountain Section, No. F-29(7).

Your Auditing Department requested these bills be sent at this time so they could be audited along with a bill they now have.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

EBF-29(11)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 22, 1962

[illegible]

West Coast Telephone Company
1800 41st Street
Everett, Washington

Telephone Line Adjustment
King Creek-Bridge Section
Coos Bay-Roseburg Highway
Coos County
Project EBF 29(11)

Attention: Mr. L. S. Hankinson

Gentlemen:

Your estimate and sketch map for the emergency adjustment of your facilities dated April 18, 1962 has been approved by the State and the Bureau of Public Roads.

Due to the emergency nature of the work, you were verbally authorized to proceed with the work on May 7, 1962. The work herein authorized is in addition to that covered by the agreement approved by our letter of August 25, 1961. Reimbursement for work done subsequent to August 22, 1961 will be made under the terms of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By C. H. Baker
C. H. Baker
Assistant Field Construction Engineer

NOTED
G. S. PAXSON

FWS:lp
cc C. G. Polk
R. L. Porter
G. S. Paxson
C. H. Maison
L. H. Young
L. R. Chandler
K. D. Limbocker
Paul Barnhart

RECEIVED
MAY 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FI[illegible]

FORM CD-121
(9-22-59)

UNITED [illegible] GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: May 21, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

CGPolk

copies To:
[illegible]
[illegible]
5-22-62

SUBJECT: Emergency Utility Adjustment
West Coast Telephone Company
King Creek-Bridge Section
Oregon Project EBF-29(11)

Your letter of May 9, 1962 and the Utility Company's Estimate dated April 18, 1962 with sketch map are approved as the basis of an agreement to adjust the Utility's facilities on the referenced project.

Due to the emergency nature of the work, you were verbally authorized to proceed with the work on May 7, 1962. The work herein authorized is in addition to that covered by the agreement approved by our letter of August 24, 1961. Reimbursement will be subject to the provisions of PPM 30-4.

MAY 21 1962
[illegible] ENGINEER

RECEIVED
MAY 14 1962
FOR FILING

5117

9

May 10, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

King Creek-Bridge Section
Coos Bay-Roseburg Highway
Coos County
Project No. KBF-29(11)

Herewith are two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the West Coast Telephone Company for emergency work on the subject project, due to slides. The copies of the estimate and sketch covering this work were submitted with our letter dated May 7, 1962.

It is requested that this work be included with the agreement between the State and Company, which was approved by your letter dated August 24, 1961.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
MAY 9 1962

FOR FILING

[illegible]

5947

May 9, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering slide correction on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5947, in connection with Federal-Aid Project No. ERF-29(11).

This work is necessary for slide correction between Stations 449 and 455+50. It includes all work necessary except removal of the slide material, which will be done under the bid item for general excavating location "A".

It is hoped that this minimum amount of work will stabilize the slide. If it does not and additional work is required, it is proposed to do it under a slide removal contract, or some other future project.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
MAY 8 1962
FOR FILING

EBF-29(11)

5947

FORM 5-30X—50M—5-61—36682

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1962

SUBJECT: West Coast Telephone Company
Telephone Line Adjustment
King Creek-Bridge Section
Coos Bay-Roseburg Highway
Coos County
Project: EBF-29(11)

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

ATTENTION: Mr. Joseph Hershberger

A slide has developed on the above section of the Coos Bay-Roseburg Highway between Station 450+00 and Station 456+00. A telephone line owned by the West Coast Telephone Company, 1800 - 41st Street, Everett, Washington, must be temporarily relocated in order that the slide may be corrected and then be replaced in a permanent location.

This line is on private property and it is the obligation of the State to reimburse the company the cost of making the adjustment.

It will not be necessary for the company to submit an estimate and sketch map for this work as they have already done so.

Mr. K. D. Limbocker, P. O. Box 326, Myrtle Point, Oregon, is the Resident Engineer.

Mr. George Baker, P. O. Box 606, Coquille, Oregon is DMS for District 3B.

Mr. Paul Barnhart, P. O. Box 1128, Roseburg, Oregon, is the Field Utility Liaison Engineer.

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh

cc: G. S. Paxson
Paul Barnhart

RECEIVED
MAY 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 1962
FOR FILING

5947

FORM E-30X—50M—6-61—36682

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1962

SUBJECT: Telephone Line Adjustment
King Creek-Bridge Section
Coos Bay-Roseburg Highway
Coos County
Project: EBF-29(11)

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Enclosed are two (2) copies of the estimate and sketch map submitted by the West Coast Telephone Company for the adjustment of their facilities in the slide area, Station 450 to Station 456 of this section of the Coos Bay-Roseburg Highway.

It is not necessary to submit a State Force Order for the work, as it was submitted by the Resident Engineer with the estimate.

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

FWS:bjh
encs.

cc: G. S. Paxson

RECEIVED
MAY 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 1962
FOR FILING

5947

May 7, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

King Creek-Bridge Section
Coos Bay-Roseburg Highway
Coos County
Project No. ERF-29(11)

Herewith are two copies each of the estimate and sketches covering temporary and permanent work by the West Coast Telephone Company, made necessary by slides on the subject project.

Verbal authorization was given by the BPR Administrative Manager to proceed with the work as of this date as an emergency measure. The agreement between the State and Company was approved by your letter of August 24, 1961.

Documentation of the State's obligation will be submitted as soon as the letter can be prepared.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

RECEIVED
APR 27 1962

FORM E-30X—50M—6-61—36682
FOR FILING

5947

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1962

SUBJECT: King Creek-Bridge Section
Contract No. 5947

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

We are advised that the Bureau of Public Roads will make an inspection in depth on this project during the week of May 7, 1962. They request that the Resident Engineer meet them in his office about 10-11:00 A.M. on the 7th and be prepared to spend three days with them on this inspection.

Since this is the first formal inspection that we have had in your Division, it may be appropriate for you to assign one of your assistants for a portion of the first day's run. If this is your desire, please advise us so that we can inform the Bureau of Public Roads.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter

RECEIVED
APR 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
FILING

5941

March 27, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Re: King Creek-Bridge Section
EBF-29(11)

Dear Mr. Polk:

On page 20 and 21 of the special provisions for this project we call for testing the aggregates for degradation limits. This specification was inadvertently added to the specification form as we were well aware that none of our sources in the area contain material that will pass this severe test.

Under the circumstances, we feel that this requirement should be eliminated from the specification and request your concurrence in such an action.

Very truly yours,

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson ✓
R. L. Porter
L. H. Young
G. W. Harra
L. R. Chandler

NOTED
G. S. PAXSON

RECEIVED
MAR 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 1962
FOR FILING

[illegible]

[illegible]

March 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5-supplemental covering additional slide correction on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5947, in connection with Federal Aid Project No. ERF-29(11).

Additional slide breaks have occurred following hard rains. This order is to cover overrun in the original order and to extend the area plagued with slides. The work will consist of pioneering the slide areas so normal earth moving equipment can operate. Slide removal will be done at contract prices for excavation and haul.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JAN 12 1962
FOR FILING

5947

January 11, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering slide repair on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5947, in connection with Federal Aid Project No. SDF-29(11).

Erosion of the embankment slopes by high water from the Coquille River has caused the embankment to drop several feet below the original grade.

To prevent further damage to the new grade in this area rock material is being placed on the fill throughout the slide area.

The Bureau of Public Roads District Engineer has verbally approved this work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CN:mmb

Enc.

RECEIVED
NOV 10 1961
FOR FILING

5947

November 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering moving an additional backstop on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5947, in connection with Federal Aid Project No. EBF-29(11).

Due to a change in right of way taking it is necessary to move an additional backstop on the Bridge School grounds for construction.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
Enc.

RECEIVED
NOV 7 1961
FOR FILING

[illegible]

5947

November 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering slide correction work on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5947, in connection with Federal Aid Project No. EBF-29(11).

This work is necessary for slide removal and correction. Where feasible slide removal will be done with normal earth moving equipment at contract prices.

This work has been verbally recommended for approval by the BPR Area Engineer. Due to the emergency nature of the work authorization has been given to proceed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 15 1961
FOR FILING

[illegible]

[illegible]

September 14, 1961

Oregon State Highway Commission

Gentlemen:

Effective 8:00 a.m., Wednesday, September 13, permission was granted for the establishment of a 25-mile-per-hour construction speed zone on the King Creek Bridge project on the Coos Bay-Roseburg Highway, No. 35, between M.P. 29.3 and M.P. 32.5.

Your concurrence is requested in the establishment of a 25-mile-per-hour construction speed zone on the King Creek Bridge project on the Coos Bay-Roseburg Highway, No. 35, between M.P. 29.3 and M.P. 32.5 in Douglas County.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. G. S. Paxson
Mr. F. B. Crandall

pk as

RECEIVED
SEP 14 1961
FOR FILING

COMMISSIONERS
M. R. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

[illegible]

5947

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 13, 1961

Mr. Lee Bown, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Sir:

Effective 8:00 A.M., Wednesday, September 13, permission was granted for the establishment of a 25 MPH construction speed zone on the King Creek Bridge Project of the Coos Bay-Roseburg Highway, No. 35, between M.P. 29.3 and M.P. 32.5.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By
F. B. Crandall
Traffic Engineer

pk
bc: G. S. Paxson

RECEIVED
SEP 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
P 5 1961
FOR FILING

5947

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 25, 1961

West Coast Telephone Company
315 Cedar Street
Beaverton, Oregon

Telephone Line Adjustment
King Creek Bridge Section
Coos Bay-Roseburg Highway
Coos County

Attention Mr. L. S. Hankinson

Gentlemen:

Your estimate and sketch map for the adjusting of your facilities on the above-named project has been approved by the Bureau of Public Roads and the State. You are hereby authorized to proceed with the work as of August 22, 1961. Work done subsequent to this date will be made under the terms of PPM 30-4.

Please note that in our letter dated July 21, 1961 the stationing was erroneously shown to be Stations 448 and 453. This should read Stations 548 and 553.

Very truly yours,

Tom Edwards
Construction Engineer

By C Baker

C. H. Baker
Asst. Field Construction Engineer

FS:jw

cc Frank Morgan
K. D. Limbocker
Forrest Cooper
C. H. Maison
R. L. Porter
C. G. Polk

NOTED
FORREST COOPER

RECEIVED
AUG 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]-121

UNITED STAT GOVERNMENT

Memorandum

U DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 24, 1961

Attention: Mr. R. L. Porter

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Utility Adjustment
West Coast Telephone Co.
King Creek Bridge Section
Coos Bay-Roseburg Highway
Project EBF-29(11)

We hereby approve the agreement evidenced by the exchange of letters dated July 21, 1961 and August 18, 1961 between the State and the utility company.

Authorization to proceed with the work is granted as of August 22, 1961. Approval is subject to the provisions of PPM 30-4.

Approval is contingent upon your correction of erroneous stationing shown in your letter to the utility. Stations 448 and 453 as shown should be corrected to stations 548 and 553. Please let us have your revised letter as soon as convenient.

NOTED
FORREST COOPER

RECEIVED
AUG 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
SEP 5 1961
FOR FILING

5147

477 Cottage Street, N.E.
Salem, Oregon

August 25, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.8-DB Salem, Oregon

By:
D. M. Emrich
Acting Division Engineer

Oregon Project ERF-29(11)
King Creek-Bridge Section of the Coos Bay-Roseburg Highway
Order for State Force Work No. 1
Furnish and install horizontal drains
Total estimated cost $15,000
Federal Funds $9,000

Reference is made to your letter dated August 18, 1961 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

orig. to Baxter

RECEIVED
AUG 25 1961
FOR FILING

EBF-29(11)

5947

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 24, 1961

Attention: Mr. R. L. Porter

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Utility Adjustment
West Coast Telephone Co.
King Creek Bridge Section
Coos Bay-Roseburg Highway
Project EBF-29(11)

We hereby approve the agreement evidenced by the exchange of letters dated July 21, 1961 and August 18, 1961 between the State and the utility company.

Authorization to proceed with the work is granted as of August 22, 1961. Approval is subject to the provisions of PPM 30-4.

Approval is contingent upon your correction of erroneous stationing shown in your letter to the utility. Stations 448 and 453 as shown should be corrected to stations 548 and 553. Please let us have your revised letter as soon as convenient.

Edie
Porter

RECEIVED
AUG 22 1961
FOR FILING

5447

August 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

King Creek-Bridge Section
Coos Bay-Roseburg Highway
Coos County
Project No. EBF-29(11)

Herewith are the following data covering adjustments of the West Coast Telephone Co. facilities in connection with construction of the subject project:

1. Two copies of the Staff Attorney's letter which establishes the obligation of the State to reimburse the Company for adjusting its facilities.
2. Two copies of the Company's estimate of cost for making the adjustments.
3. Two copies of the sketch prepared by the Company showing the adjustments to be made.

Your approval of the agreement as evidenced by the exchange of letters and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
AUG 21 1961
FOR FILING

COMMISSIONERS
M. [illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5947

August 18, 1961

Coos Curry Electric Cooperative, Inc.
P. O. Box 456
Coquille, Oregon

ATTENTION: Mr. Bruce Shavers

Power Line Adjustment
King Creek-Bridge Section
Coos Bay-Roseburg Highway
Coos County

Gentlemen:

Your estimate and plan of work for the adjustment of your facilities on the above-named project have been approved by the Bureau of Public Roads and the State. You are hereby authorized to proceed with the work as of August 15, 1961.

Reimbursement for work done subsequent to this date will be made under the terms of PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

By C Baker

C. H. Baker
Ass't. Field Construction Engineer

FS:fp

cc

CC: Forrest Cooper
C. H. Maison
R. L. Porter
C. G. Polk
Frank Morgan
K. D. Limbocker

RECEIVED
AUG 21 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1961
FOR FILING

5947

August 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 233, covering the installation of horizontal drains on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5947, in connection with Federal Aid Project No. ERF-29(11).

This is an anticipated item in the contract. The work is necessary to drain cuts for the correction and prevention of expected slides. The contractor is not equipped to do this type of work. The State has the necessary special equipment and crews to do the work more economically than by separate contract. It will be necessary to coordinate this work with progress of the contractor's grading operations, which would make contracting very high in price if there were contractors equipped for it.

The total estimated amount of the order is $15,000 with Federal participation of $9,000.

Your approval of this order under the provisions of PPM 21-6.3 on actual cost basis is requested. It has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
AUG 21 1961
FOR FILING

5947

August 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering directional signing on the Ring Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5947, in connection with Federal Aid Project No. ERP-29(11).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

Equipment rental rates will be in accordance with the State-A.G.C. agreement and contractor's percentage allowances will be as stated in the contract.

This Order has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
AUG 21 1961
FOR FILING

[illegible]

5947

August 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County, Contract No. 5947, in connection with Federal Aid Project No. ERF-29(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
AUG 18 1961
FOR FILING

5947

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 18, 1961

Mr. Selmar A. Hutchins
2036 Military Avenue
Roseburg
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5947, awarded July 28, 1961, for grading-oiling-structures on the King Creek-Bridge Section of the Coos Bay-Roseburg Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
G 17 1961
FOR FILING

5947

FORM CD-121
(9-22-59)

UNITED ST ES GOVERNMENT

Memorandum

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: August 15, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Oregon Project EBF-29(11), Kings Creek-Bridge Section of the Coos Bay-Roseburg Highway

We are today approving the agreement as evidenced by exchange of correspondence covering adjustment of the Coos-Curry Electric Cooperative, Inc. power lines as requested in your letter of August 14, 1961.

Authority to proceed with the work is granted as of this date.

Reimbursement is subject to the provisions of PPM 30-4.

RECEIVED
[illegible]
STATE [illegible]

RECEIVED
UG 15 1961
FOR FILING

5947

August 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Kings Creek-Bridge Section
Coos Bay-Roseburg Highway
Coos County
Project No. ERF-29(11)

Dear Sir:

Herewith are the following data covering adjustment of the Coos-Curry Electric Cooperative, Inc., power lines in connection with construction on the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the utility for adjusting its lines.

2. Two copies of the utility's estimate of cost for making the adjustments.

3. Two copies of sketches prepared by the utility showing adjustments to be made.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosures

DBP:cr

RECEIVED
JUL 28 1961
FOR FILING
[illegible]
5741

July 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for the following project:

King Creek Bridge Section, Project No.
EBF-29(11), Grading, Surfacing, Oiling
and 2 Structures

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

JWN:jb

RECEIVED
JUL 13 1961
FOR FILING

Query

COMMISSIONERS
M. K. McI[illegible]IRMAN
PORTLAND
KENNETH [illegible]. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QU[illegible]RY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 12, 1961

TO PROSPECTIVE BIDDERS ON THE
KING CREEK-BRIDGE, GRADING,
OILING AND STRUCTURES PROJECT

Gentlemen:

Revision Letter No. 2

This letter is to advise you of a change in the special provisions and plans for the above-named project, bids for which are to be received in Salem on July 27, 1961.

On Pages 52 and 53 of the special provisions under the heading "Article 2.10.21 - 'Welds' (Supp. 3-61)" insert "A 441 and weldable" ahead of "A 242 steel" in the third, fourth and fifth paragraphs to read "... A 441 and weldable A 242 steel ...".

We are enclosing herewith revised prints of Bridge Drawing Nos. 16801, 16803 and 16796 changing the size of footings on bents 3 and 4 and omitting bottom gussets.

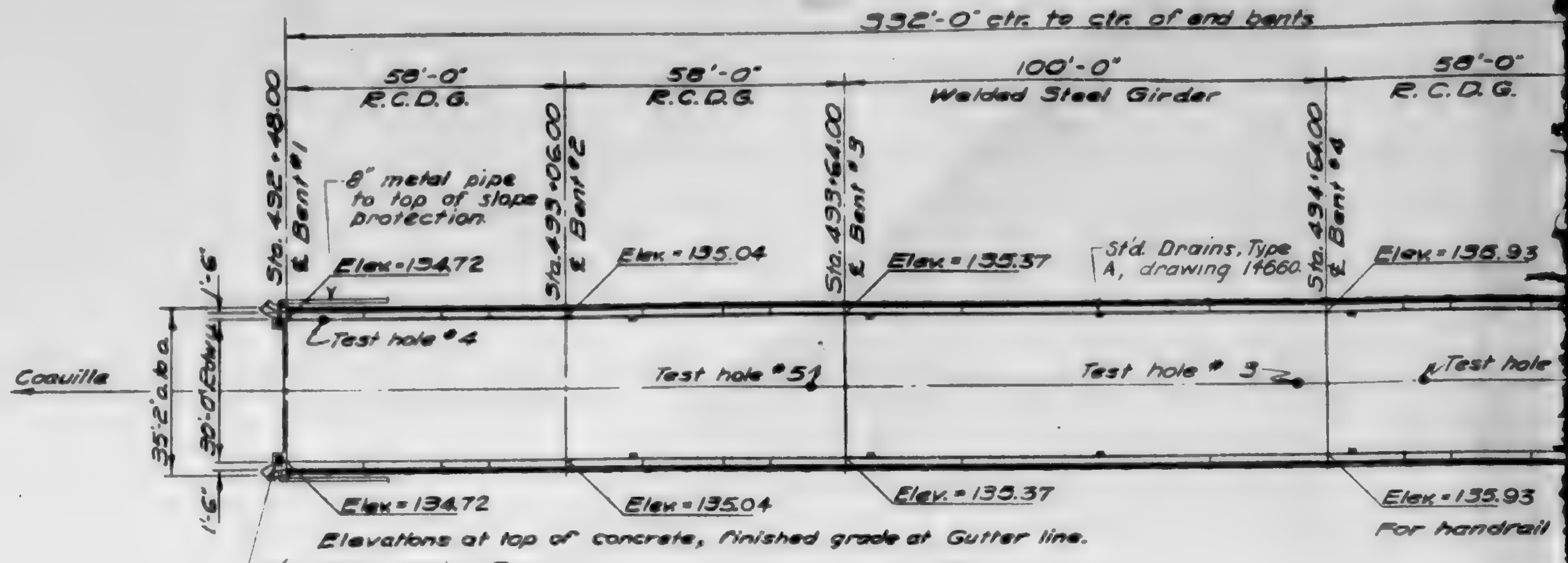
The above additions and changes will be incorporated in the special provisions and plans which will become a part of the contract for the construction of this project, and your bid will be understood to have been made accordingly.

Very truly yours,

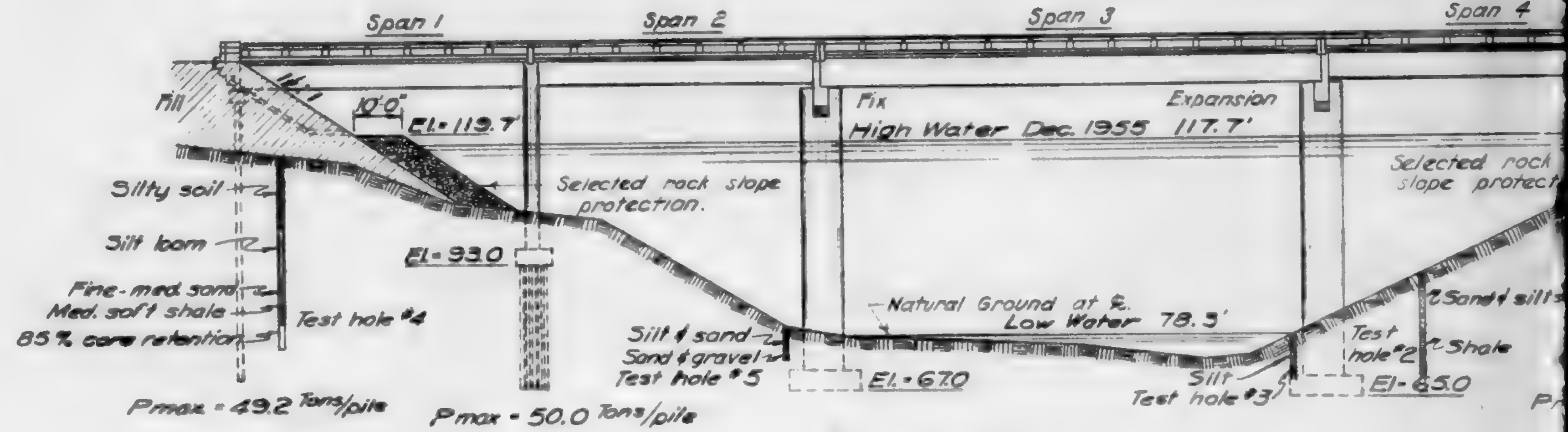
W. C. WILLIAMS

State Highway Engineer

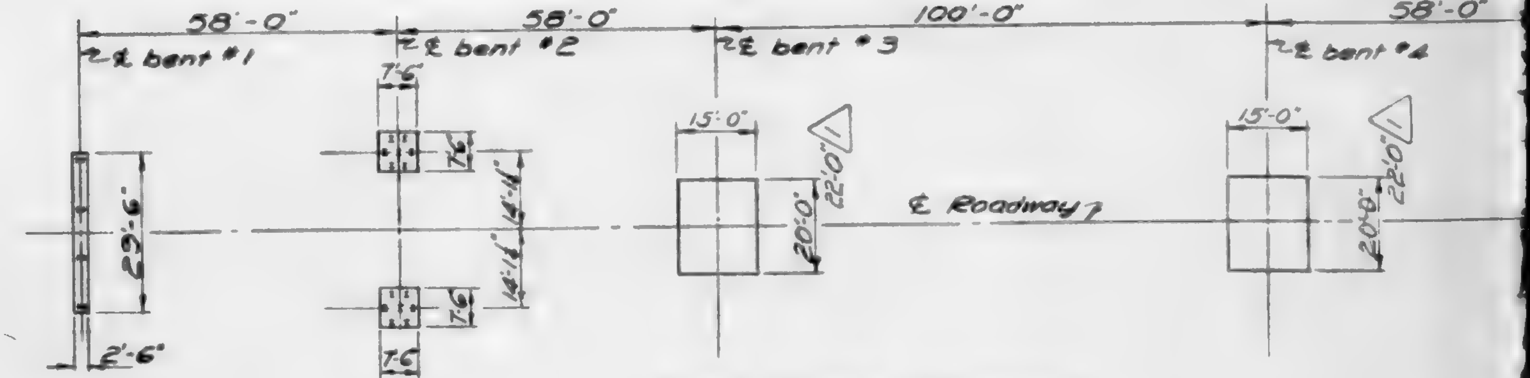
[illegible]OT
[illegible]OYD QUERY



PLAN
Scale: 1" = 20'-0"

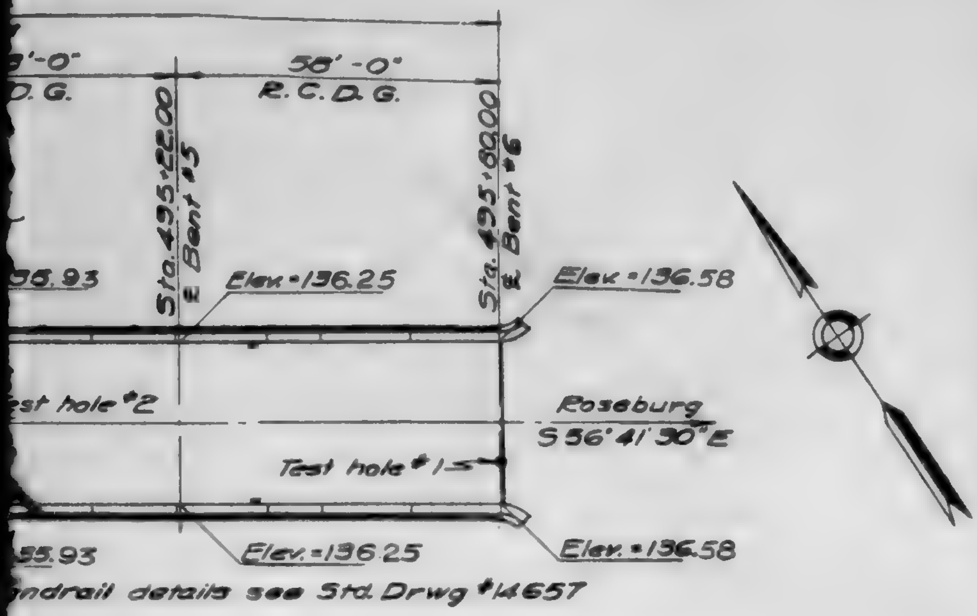


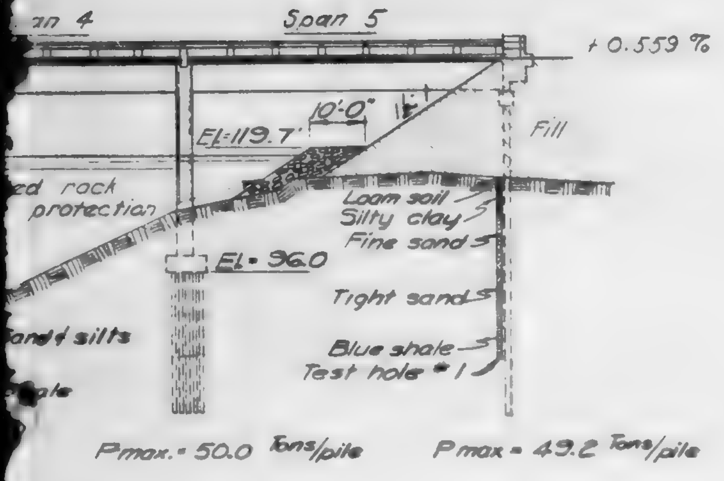
ELEVATION
Scale: 1" = 20'-0"

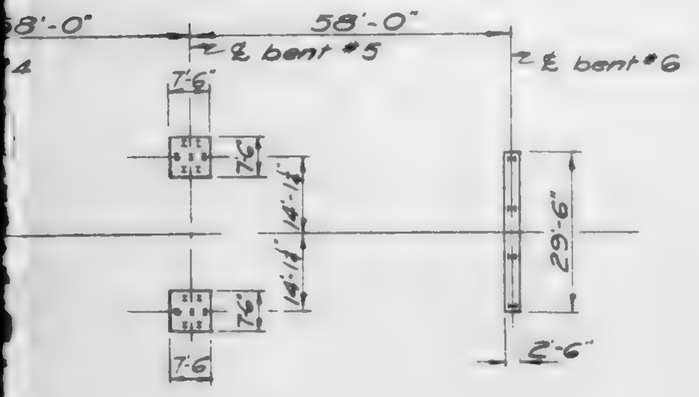


FOOTING PLAN
Scale: 1" = 20'-0"

JUN 29 1961







General Notes :

Bridge designed for H20-S16-44 loading.

All longitudinal beam dead loads are assumed to be equally distributed to all beams. Live loads are calculated according to Sec. 3 - Art 3-3-1 - Case 1 & 2 of the Oregon State Highway Specifications for Bridges.

All concrete shall be Class "A" and shall attain a breaking strength of 3,300 P.S.I. in 28 days. (fc = 1320 psi)

All reinforcing steel shall be intermediate grade deformed bars. Bars from no. 3 to no. 11 inclusive shall conform to A.S.T.M. specification A-305 and shall be lapped 20 diameters at all splices unless noted or shown otherwise. No. 14 bars shall conform to A.S.T.M. specification A-408 and shall be lapped 35 dia. at all splices unless noted or shown otherwise. All bars shall be placed 2" clear of nearest face of concrete unless noted or shown otherwise. (fs = 20,000 psi) Column steel shall not be fabricated until final footing elevations are determined in the field.

Structural steel in girder webs and flanges shall be low alloy steel conforming to A.S.T.M. specification A-441. All other structural steel shall be structural carbon steel conforming to A.S.T.M. specification A-7.

Curb and handrail shall not be placed until concrete in deck has attained a breaking strength of 2200 psi

All materials and workmanship shall conform to the Specifications for Bridges of the Oregon State Highway Commission.

DATE		REVISION
7-5-61	1	Footings, bents 3 & 4

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE ¼"=1'-0"
SHOULD BE READ ⅛"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

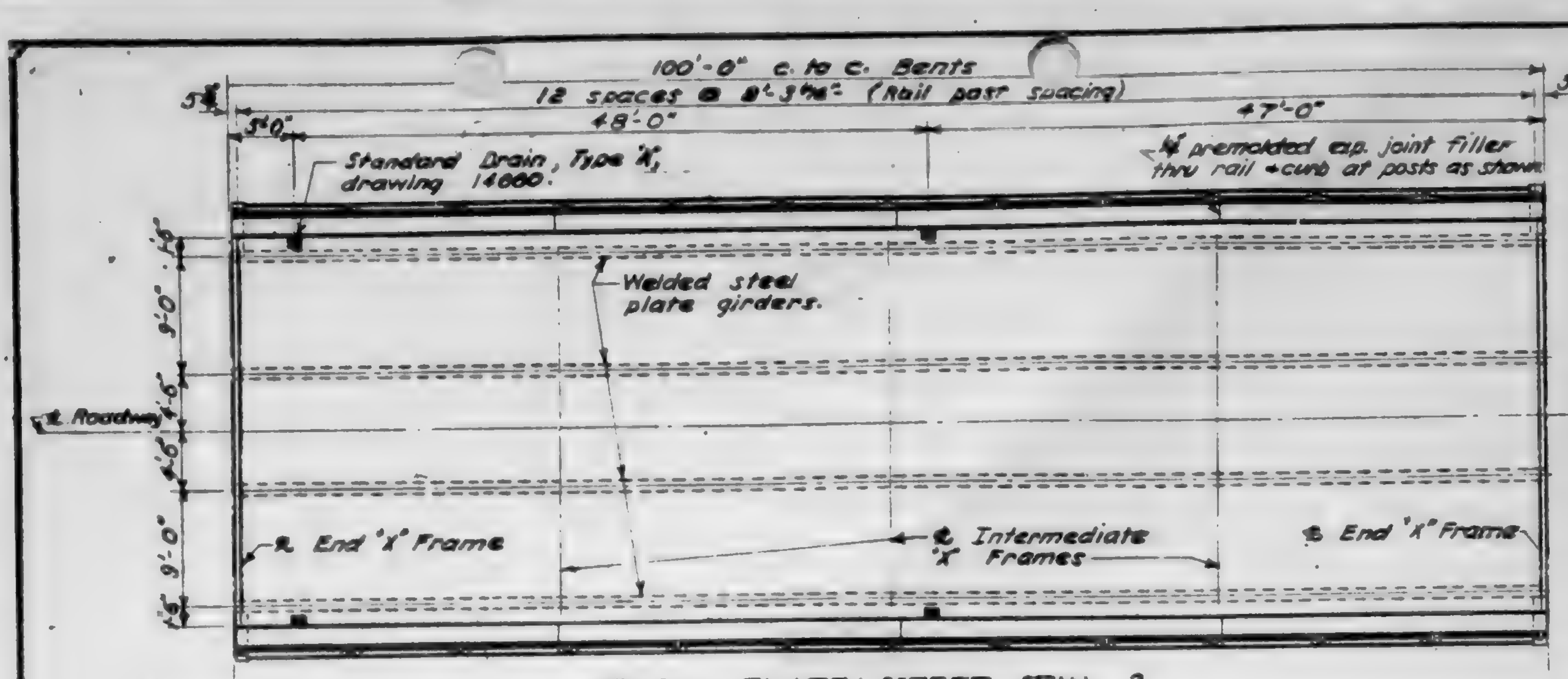
APPROVED:
Ivan D Merchant
BRIDGE ENGINEER
ASST. STATE HIGHWAY ENGINEER
STATE HIGHWAY ENGINEER
DESIGNED JEB
DRAWN JRJ
CHECKED
CALC. BOOK 577

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

MIDDLE FORK COQUILLE RIVER
BRIDGE AT STA. 495+00
KING CREEK-BRIDGE SECTION
COOS BAY - ROSEBURG HWY. - COOS CNTY.

PLAN & ELEVATION

DATE 4-28-61 BRIDGE NO. 6536
SHEET 1 OF 7
ACCOMPANIED BY DWGS. 16802 Thru 16805, 14657 & 14660
DRAWING NO. 16801


100'-0" c. to c. Bents
12 spaces @ 8'-3⅜"± (Rail post spacing)
5¾"
5¾"
3'-0"
48'-0"
47'-0"
Standard Drain, Type "X", drawing 14660.
½" premolded exp. joint filler thru rail + curb at posts as shown
Welded steel plate girders.
℄ Roadway
9'-0"
4'-6"
4'-6"
9'-0"
1'-6"
1'-6"
℄ End "X" Frame
℄ Intermediate "X" Frames
℄ End "X" Frame

PLAN - PLATE GIRDER SPAN 3
Scale: ⅛" = 1'-0"

SECTION A-A
SECTION B-B
Scale: 1" = 1'-0

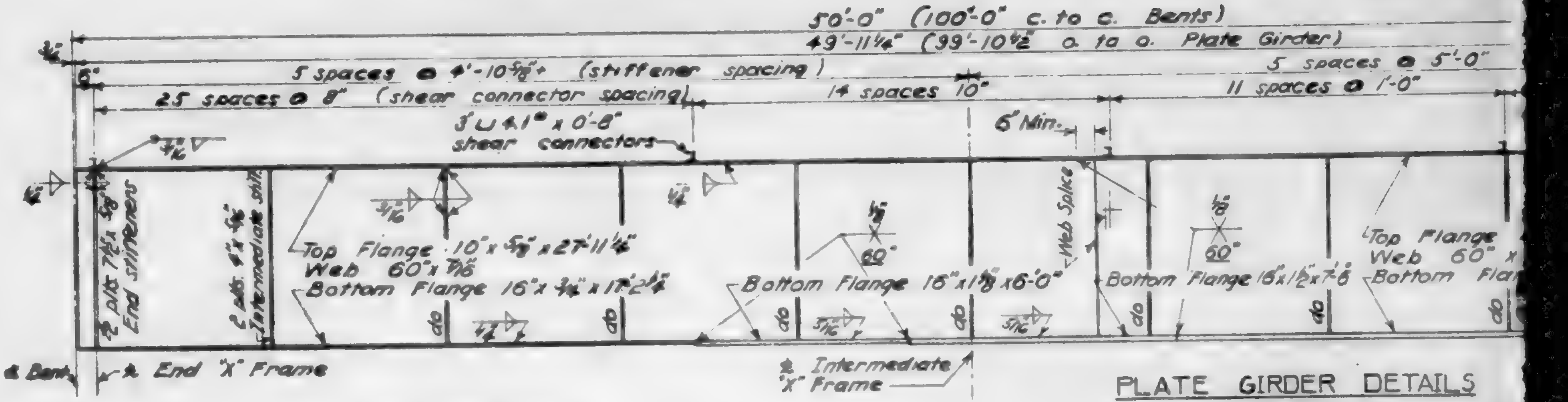
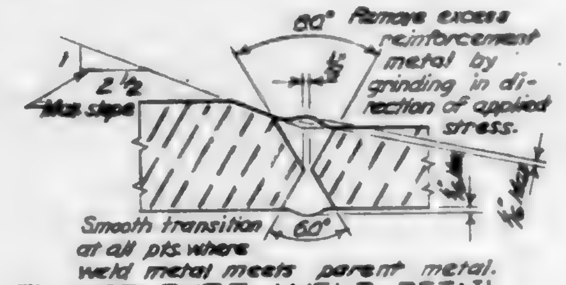

50'-0" (100'-0" c. to c. Bents)
49'-11¼" (99'-10½" o. to o. Plate Girder)
¾"
6"
5 spaces @ 4'-10⅝"± (stiffener spacing)
5 spaces @ 5'-0"
25 spaces @ 8" (shear connector spacing)
14 spaces 10"
11 spaces @ 1'-0"
3" ⊔ 4.1# x 0'-8" shear connectors
6" Min.
5/16"
¼"
¼"
2 plts 7½" x ⅝" End stiffeners
2 plts 4" x 5/16" Intermediate stiff.
3/16"
Top Flange 10" x ⅝" x 27'-11¼"
Web 60" x 7/16"
Bottom Flange 16" x ¾" x 17'-2¼"
⅛"
60°
Bottom Flange 16" x 1⅛" x 6'-0"
Web Splice
⅛"
60°
Bottom Flange 16" x 1½" x 7'-8"
Top Flange
Web 60" x
Bottom Fla
do
do
do
do
do
do
¼"
5/16"
5/16"
℄ Bent
℄ End "X" Frame
℄ Intermediate "X" Frame

PLATE GIRDER DETAILS
Scale: ⅜" = 1'-0"


1
2½
Max. slope
60°
Remove excess reinforcement metal by grinding in direction of applied stress.
⅛"
Smooth transition at all pts. where weld metal meets parent metal.
60°

FLANGE BUTT WELD DETAIL

Note: For Expansion & Hinge ℞ assembly details see Drwg. # 16804.

Note: Curb and handrail shall not be placed until concrete in deck has attained a breaking strength of 2200 psi.

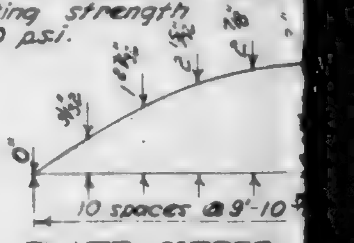
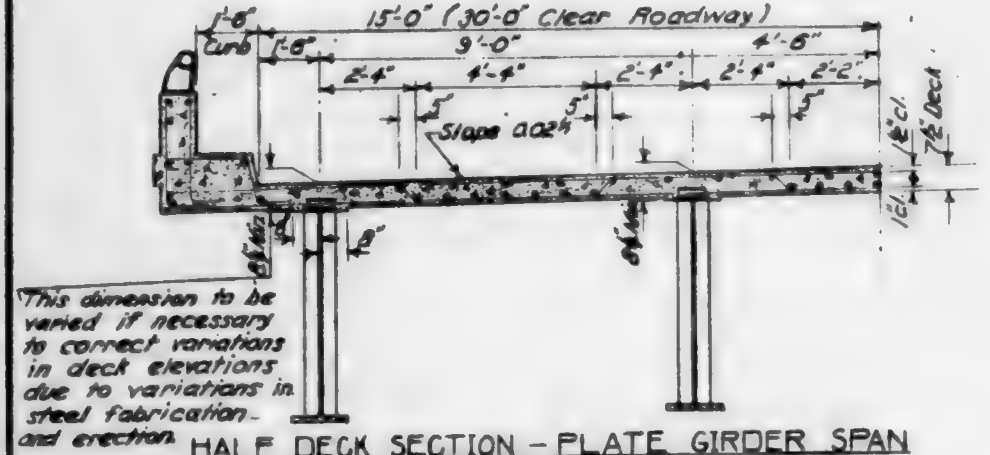


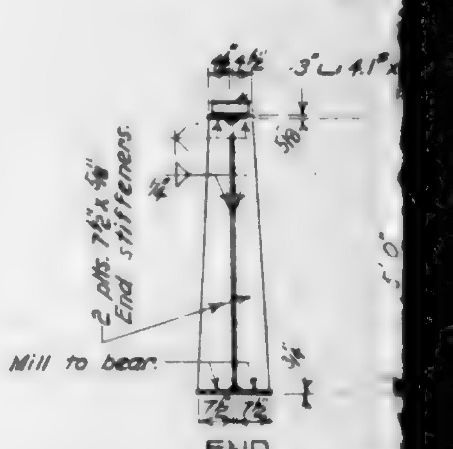
PLATE GIRDER
No


1'-6"
Curb
15'-0" (30'-0" Clear Roadway)
1'-6"
9'-0"
4'-6"
2'-4"
4'-4"
2'-4"
2'-4"
2'-2"
5"
5"
5"
Slope 0.02'/'
1½" cl.
7½" Deck
1" cl.
8"
This dimension to be varied if necessary to correct variations in deck elevations due to variations in steel fabrication and erection.

HALF DECK SECTION - PLATE GIRDER SPAN
Scale: ⅜" = 1'-0"

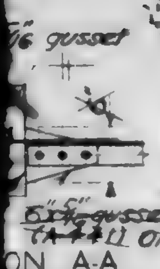
Deck Steel, Plate Girder Span:

#5 bars @ 9" ctrs., straight, top and bottom, transverse
#5 bars @ 9" ctrs., bent, as shown, transverse.
50 #4 longitudinal bars, as shown.

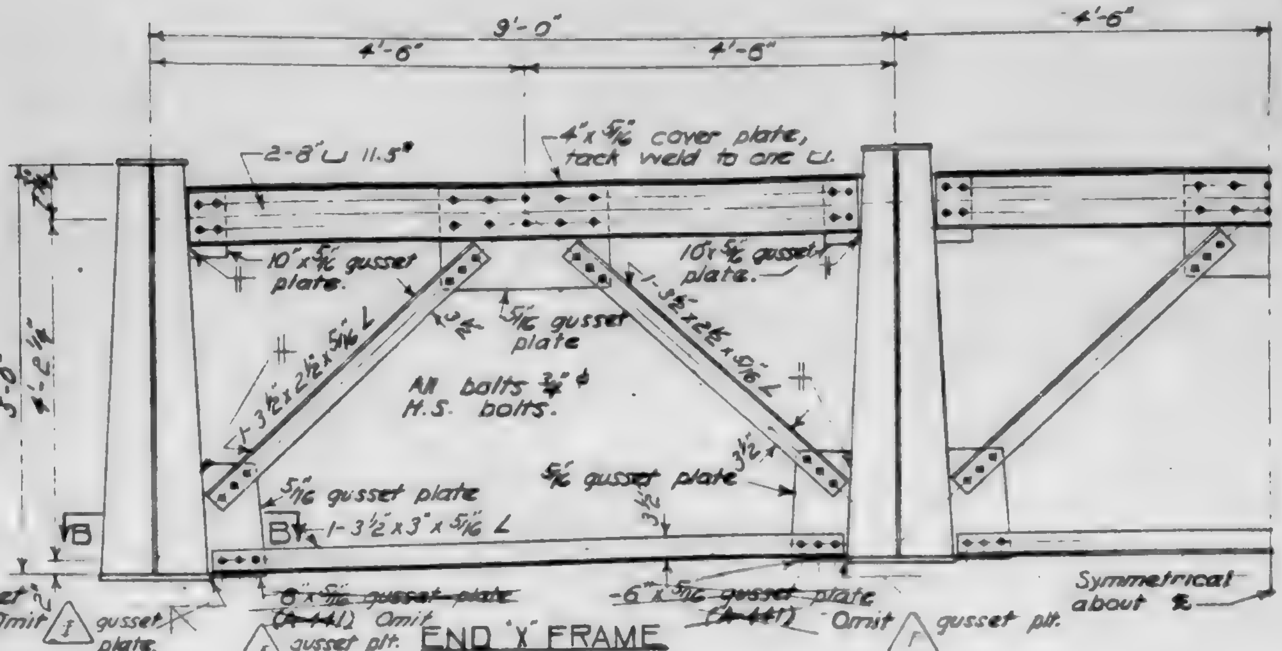


END
PLATE GIRDE
Scale: ½

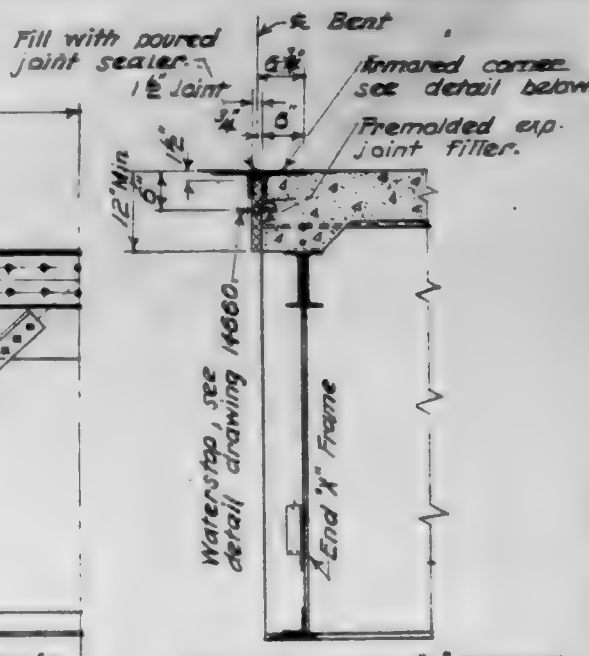
JUN 29 1961



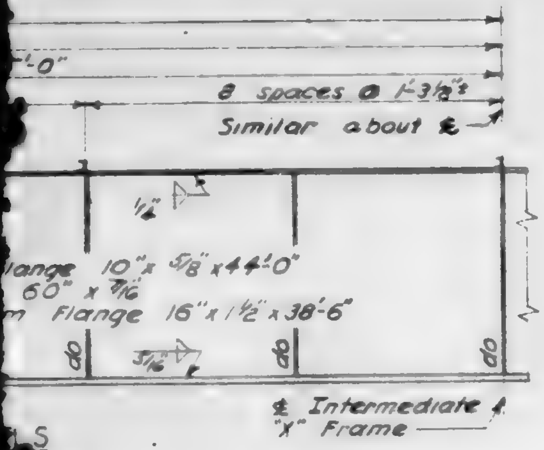
ON A-A
B-B SIMILAR
1"=1'-0"



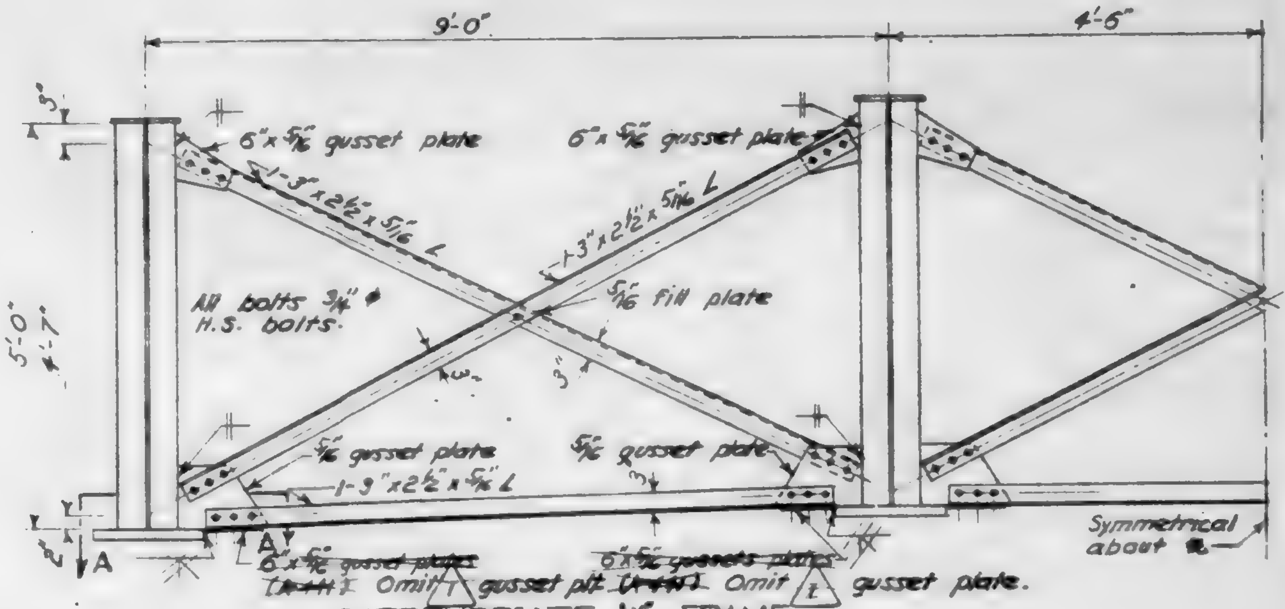
END "X" FRAME
Scale: ¾"=1'-0"


Fill with poured joint sealer.
℄ Bent
Armored corner see detail below.
1½" Joint
Premolded exp. joint filler.
12" Min.
Waterstop, see detail drawing 14860.
End "X" Frame

SECTION - END "X" FRAME
Scale: ¾"=1'-0"

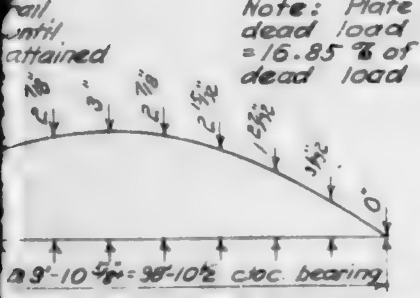


LS



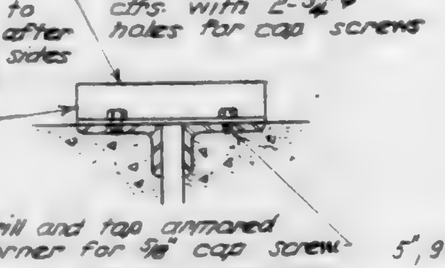
INTERMEDIATE "X" FRAME
Scale: ¾"=1'-0"

Note: Plate girder dead load deflection =16.85 % of total dead load deflection.

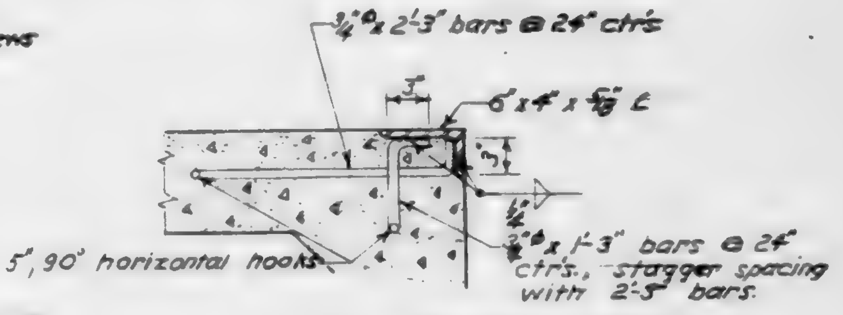


RDER CAMBER DIAGRAM
No Scale

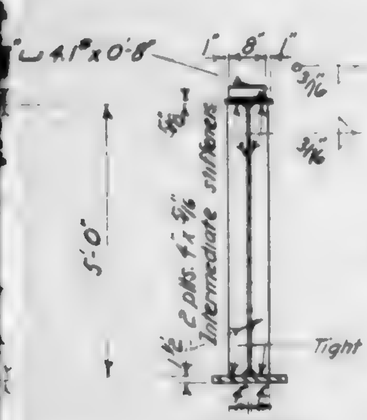
Note: Angles to be removed after deck on both sides of joint has been poured 3 days.


3"x3"x5/16 L @ 4'-0" ctrs. with 2-¾"φ holes for cap screws
Drill and tap armored corner for 5/8" cap screw

ARMORED CORNER
TEMPORARY HOLDING ANGLES
No Scale


½"φ x 2'-3" bars @ 24" ctrs.
3"
6"x4"x5/8" L
3"
5", 90° horizontal hooks
½"φ x 1'-3" bars @ 24" ctrs., stagger spacing with 2'-3" bars.

ARMORED CORNER DETAIL
No Scale



Note: Bearing stiffeners and stiffeners at cross frames shall be vertical when girder is in place under full dead load. Intermediate stiffeners shall be perpendicular to flanges.

MIDSPAN
GIRDER SECTIONS
cale: ½"=1'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE ¾"=1'-0" SHOULD BE READ ⅜"=1'-0"
INDICATED SCALE 1"=10'-0" SHOULD BE READ 1"=20'-0"

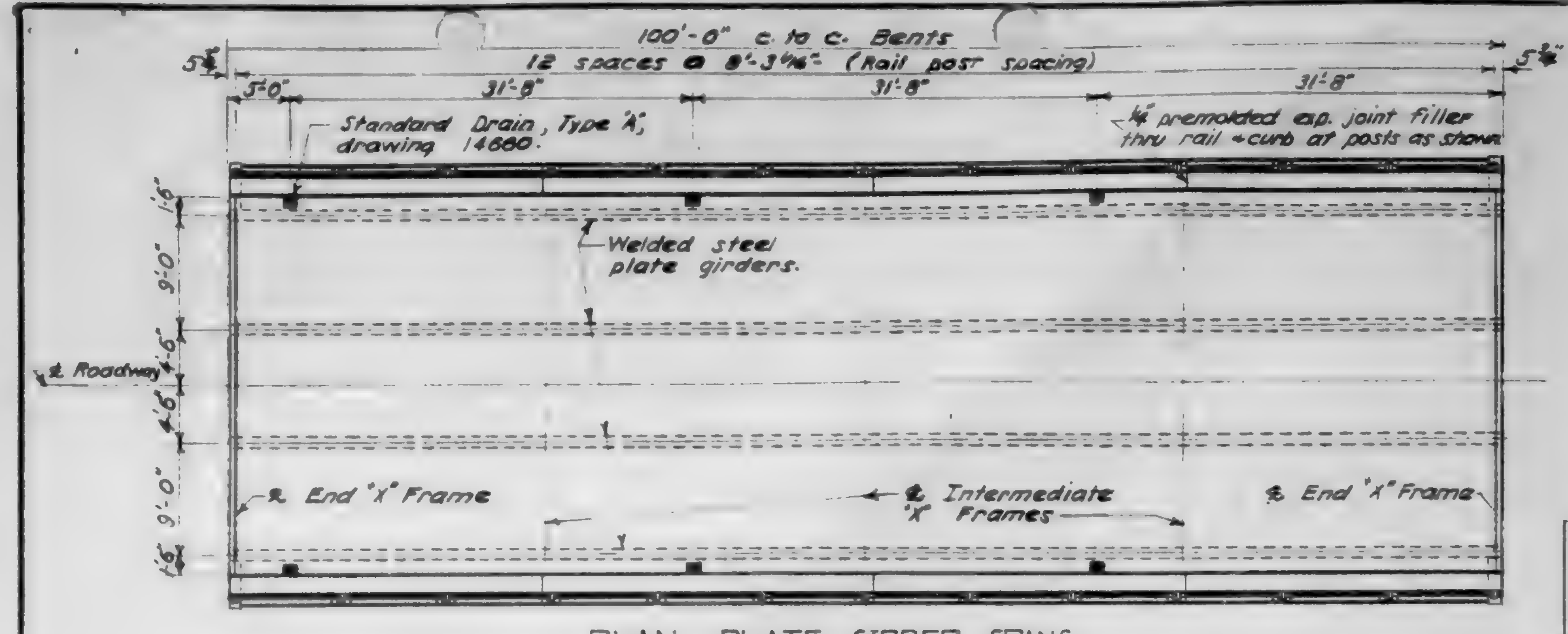
DATE	REVISION
7-5-61	1 Bottom gussets

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

MIDDLE FORK COQUILLE RIVER BRIDGE
AT STATION 495+00

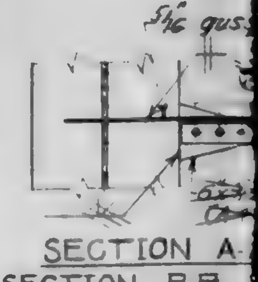
DETAILS - PLATE GIRDER SPAN

APPROVED: Ivan D. Merchant
BRIDGE ENGINEER
DESIGNED JEB
DRAWN JEB
CHECKED
CALC. BOOK 577
DATE April 13, 1961
SHEET 3 OF 7
BRIDGE NO. 8936
DRAWING NO. 16803


100'-0" c. to c. Bents
12 spaces @ 8'-3 1/16" (Rail post spacing)
5 3/8"
5 3/8"
5'-0"
31'-8"
31'-8"
31'-8"
Standard Drain, Type "A", drawing 14680.
1/4" premolded exp. joint filler thru rail + curb at posts as shown
Welded steel plate girders.
1'-6"
9'-0"
4'-6"
4'-6"
9'-0"
1'-6"
℄ Roadway
℄ End "X" Frame
℄ Intermediate "X" Frames
℄ End "X" Frame

PLAN - PLATE GIRDER SPANS

Scale: 1/8" = 1'-0"



SECTION A-

SECTION B-B

Scale: 1"=1

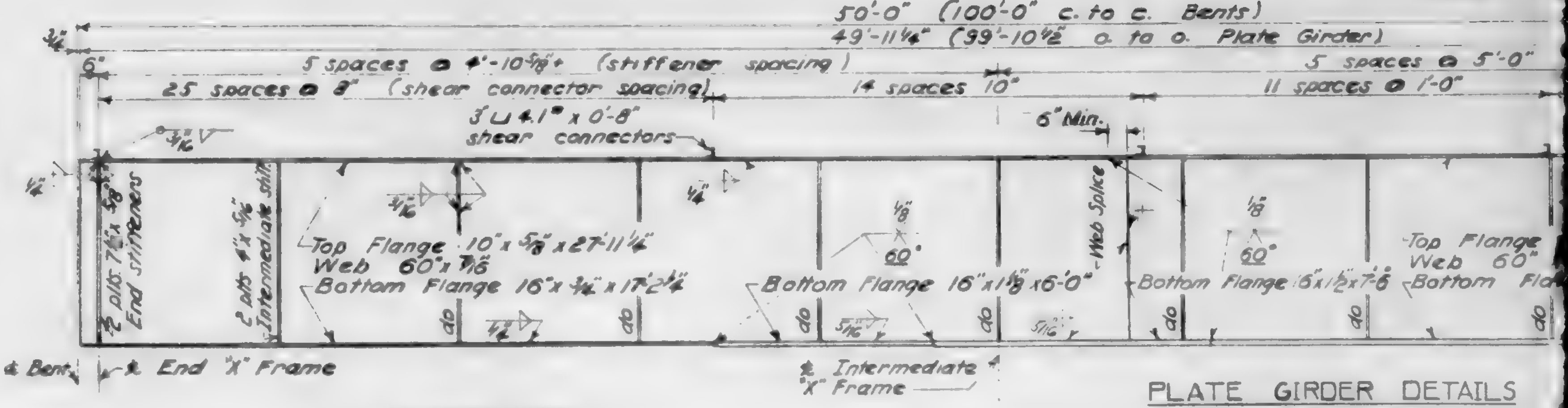
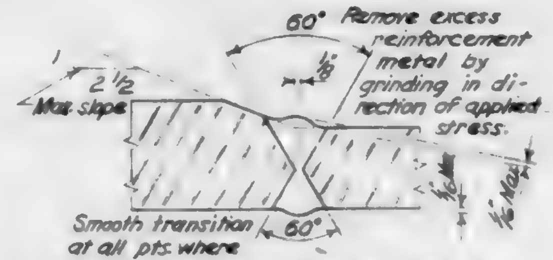

50'-0" (100'-0" c. to c. Bents)
49'-11 1/4" (99'-10 1/2" o. to o. Plate Girder)
3/4"
6"
5 spaces @ 4'-10 5/8"± (stiffener spacing)
5 spaces @ 5'-0"
25 spaces @ 8" (shear connector spacing)
14 spaces 10"
11 spaces @ 1'-0"
3" ⊔ 4.1# x 0'-8" shear connectors
6" Min.
3/16"
1/2"
2 plts. 7 1/2" x 5/8" End stiffeners
2 plts. 4" x 5/16" Intermediate stiff.
3/16"
Top Flange 10" x 5/8" x 27'-11 1/4"
Web 60" x 7/16"
Bottom Flange 16" x 3/4" x 17'-2 1/4"
1/4"
Bottom Flange 16" x 1 1/8" x 6'-0"
1/8"
60°
Web Splice
1/8"
60°
Bottom Flange 16" x 1 1/2" x 7'-6"
Top Flange
Web 60"
Bottom Fla
do
5/16"
℄ Bent
℄ End "X" Frame
℄ Intermediate "X" Frame

PLATE GIRDER DETAILS

Scale: 3/16" = 1'-0"

Note: For Expansion & Hinge assembly details see Drwg. # 16799.

Note: Curb and handrail shall not be placed until concrete in deck has attained a breaking strength of 2200 p.s.i.


60°
Remove excess reinforcement metal by grinding in direction of applied stress.
1/8"
1
2 1/2
Max. slope
Smooth transition at all pts. where weld metal meets parent metal.
60°
1/16" Max.

FLANGE BUTT WELD DETAIL

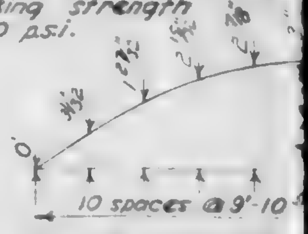
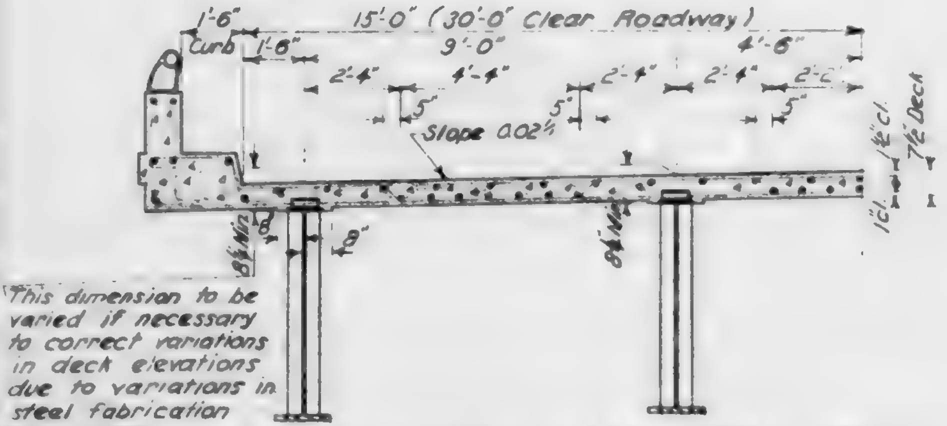


PLATE GIRDER

No


1'-6"
Curb
15'-0" (30'-0" Clear Roadway)
1'-6"
9'-0"
4'-6"
2'-4"
4'-4"
2'-4"
2'-4"
2'-0"
5"
5"
5"
Slope 0.02'/'
1 1/2" Cl.
7 1/2" Deck
1" Cl.
8 1/4" Min.
8"
8 1/4" Min.
This dimension to be varied if necessary to correct variations in deck elevations due to variations in steel fabrication and erection.

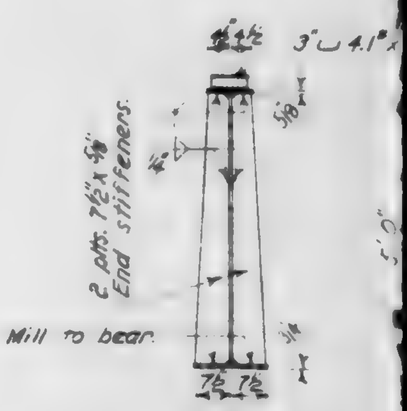
HALF DECK SECTION - PLATE GIRDER SPANS

Scale: 3/8" = 1'-0"

Deck Steel, Plate Girder Spans:

#5 bars @ 9" ctrs., straight, top and bottom, transverse
#5 bars @ 9" ctrs., bent, as shown, transverse.
50 #4 longitudinal bars, as shown.

NOTE
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE:
INDICATED SCALE 1/4"=1'-0"
SHOULD BE READ 1/8"=1'-0".
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

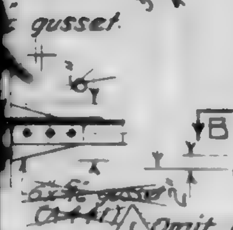


END

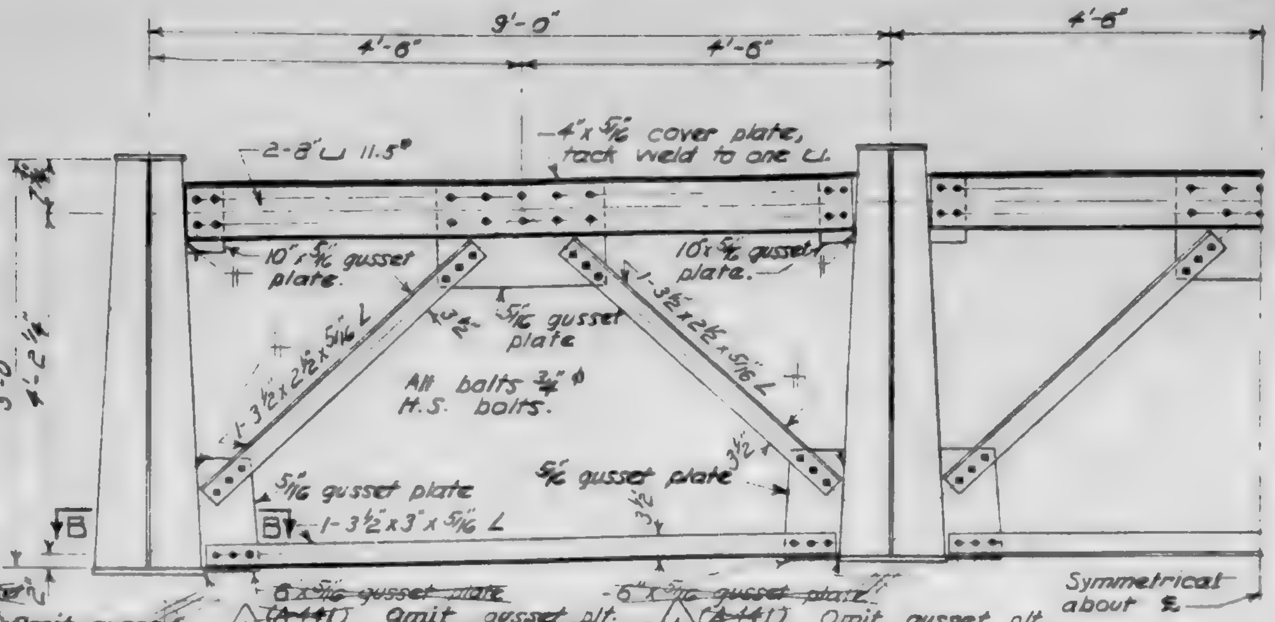
PLATE GIRDE

Scale: 1/2

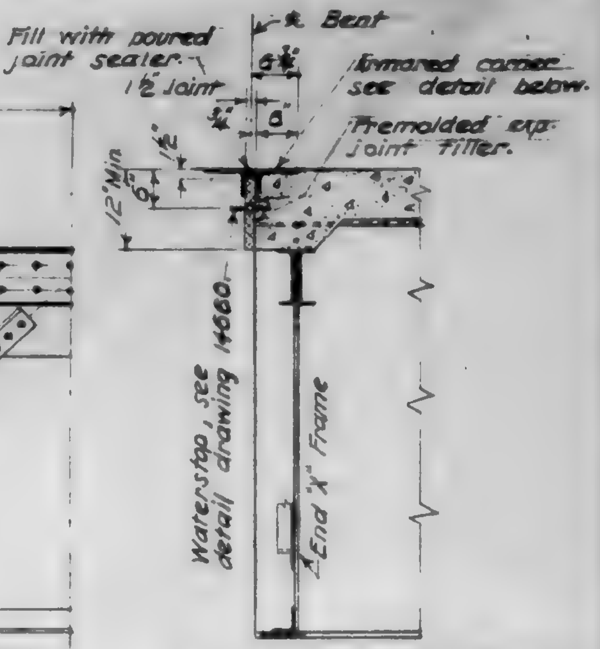
JUN 29 1961



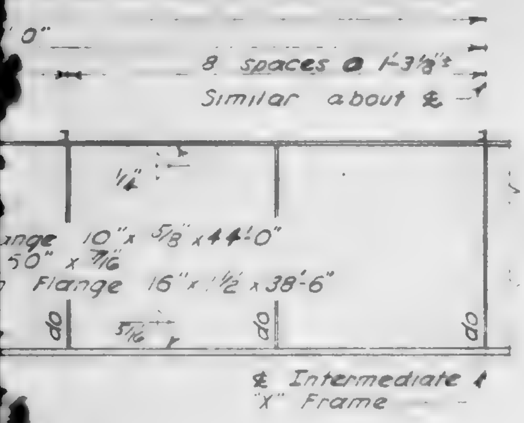
N A-A
B-B SIMILAR
: 1"=1'-0"



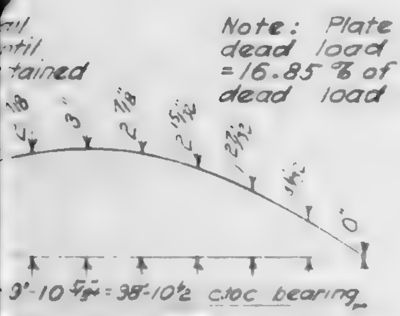
END X FRAME
Scale: ¾"=1'-0"


℄ Bent
Fill with poured joint sealer
1½" Joint
5/8"
8"
Armored corner see detail below.
Premolded exp. joint filler.
12" Min.
1½"
Waterstop, see detail drawing 14660
End "X" Frame

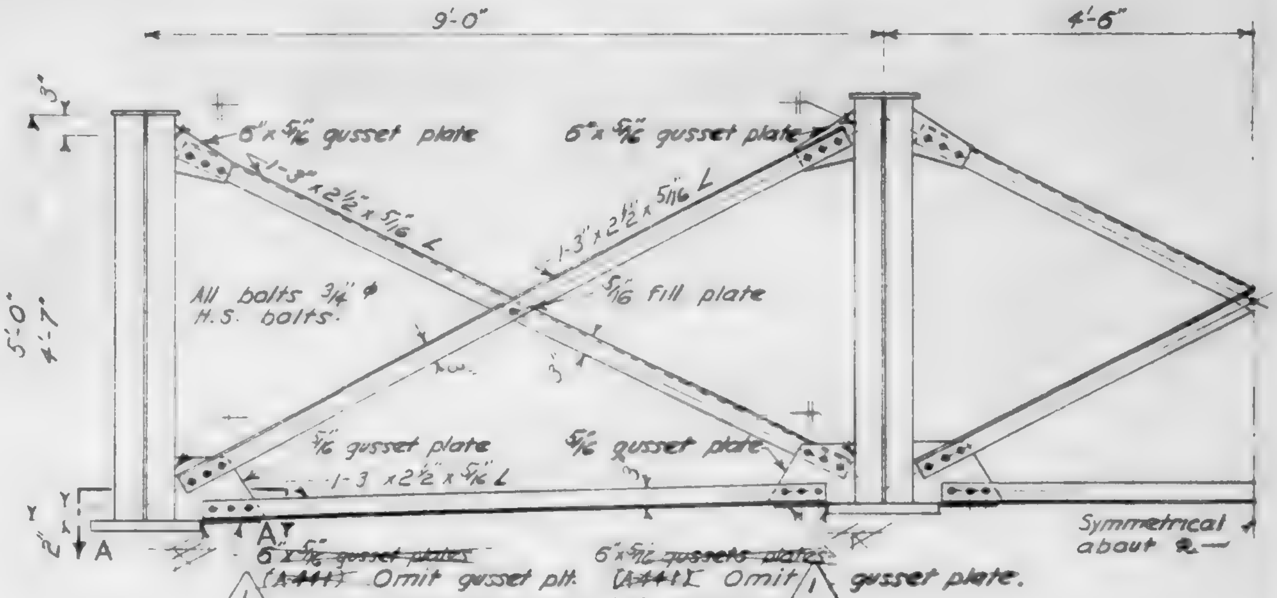
SECTION - END "X" FRAME
Scale: ¾"=1'-0"



Note: Plate girder dead load deflection =16.85% of total dead load deflection.

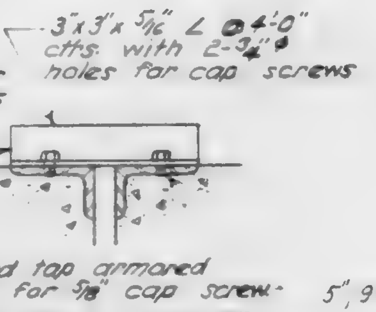


DER CAMBER DIAGRAM
No Scale

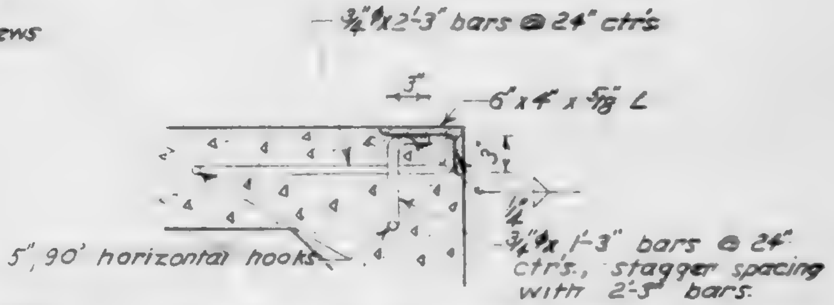


INTERMEDIATE 'X' FRAME
Scale: ¾"=1'-0"

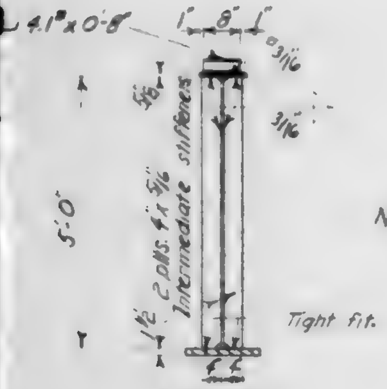
Note: Angles to be removed after deck on both sides of joint has been poured 3 days.


3"x3"x5/16" L @ 4'-0" ctrs. with 2-¾"φ holes for cap screws
Drill and tap armored corner for 5/8" cap screw.

ARMORED CORNER
TEMPORARY HOLDING ANGLES
No Scale


¾"φx2'-3" bars @ 24" ctrs
3"
6"x4"x5/8" L
3"
½"
5", 90° horizontal hooks
¾"φx 1'-3" bars @ 24" ctrs., stagger spacing with 2'-3" bars.

ARMORED CORNER DETAIL
No Scale



MIDSPAN
GIRDER SECTIONS
le: ½"=1'-0"

Note: Bearing stiffeners and stiffeners at cross frames shall be vertical when girder is in place under full dead load. Intermediate stiffeners shall be perpendicular to flanges.

DATE	REVISION
7-5-61	1 Bottom gusset

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

MIDDLE FORK COQUILLE RIVER BRIDGE
AT STATION 520+00

DETAILS - PLATE GIRDER SPANS

APPROVED: Ivan V. Merchant
BRIDGE ENGINEER
DESIGNED JEB
DRAWN JEB
CHECKED
CALC. BOOK
DATE April 13, 1961
SHEET 3 OF 9
BRIDGE NO. 8935
DRAWING NO. 16796

RECEIVED
JUL 10 1961
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon

July 5, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project EBF-29(11), King Creek-Bridge Section Coos Bay-Roseburg Highway

We have today approved the P. S. and E. documents for Oregon Project EBF-29(11), King Creek-Bridge Section Coos Bay-Roseburg Highway.

This is to authorize your advertising for bids.

The authorization granted hereunder is subject to the mutual understanding and agreement - (a) that payments of Federal funds for the project that the Bureau of Public Roads may be required to make the State shall be made at times and in amounts and upon the basis of funds available therefore out of Highway Trust Fund revenues, as determined by the Bureau of Public Roads; (b) that any deferment of payment of Federal funds therefore shall not impose upon the Federal Government a liability for any penalty, interest or other cost attributable to the deferment; and (c) that any increase in the cost of the project to the State resulting from or incurred by reason of such deferment shall be borne in its entirety by the State and shall not be subject to reimbursement, in whole or in part, by the Federal Government.

Porter

NOTED
FORREST COOPER

RECEIVED
JUN 15 1961

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

June 14, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.3 Salem, Oregon

Oregon Bond Issue Program -- Federal-aid Primary Funds

The addition of a single project to the subject program, submitted with Mr. Porter's May 22, 1961 letter, was approved by our Regional office effective June 12, 1961. This Stage 2 project covers improvements on 2.6 miles of roadway and bridges at a total estimated cost of $1,000,000 with FA Primary funds in the amount of $600,000 to be requested at a later date.

The programed project is summarized as follows:

Item No.	Project No.	Location	Proposed Work
110	EBF-29(11)	King Creek - Bridge	Grade, Pave, Bridge

This approval is with the understanding that the project will be eligible for future participation in available Federal-aid Primary funds, restricted by availability of Trust Fund Revenue, following compliance with Section 122 of Title 23 USC. It is understood further that no Federal funds are committed at this time and that the project is to be administered and financed as provided in PPM 21-9.

This is the last project for which the authorization date for preliminary engineering under a separate agreement number will apply to utility preliminary engineering under the construction phase. Procedures specified under IM 30-3-61 will be followed in future program actions.

Porter

RECEIVED
JUN 23 1961
FOR FILING

May 22, 1961

Mr. C. G. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith a program request for Item 110, Project EBF-29(11), to be financed with State Bond Funds with the understanding that reimbursement from Federal-aid funds will be claimed after the bonds have matured and have been paid.

It is our desire to open bids on this project at the June 27, 1961 bid opening if program approval can be obtained prior to the advertising date of June 5, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JBN:lt

Project Report No. 1

Form PR-1
(6-5-56)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

May 22, 1961

Code State: Oregon

Code County: Coos

Project No.: EBF-29(11)

Funds: Primary

Program No.:

Item No.: 110

Name of urban area:

Program stage: ☐ 1 or ☒ 2

Route Number	Federal-aid 14	State 35	U.S.	**A.D.T.**	Present 1600	Future 3200	Year 1975

Termini SR 42 King Cr. to Bridge
(From 0.6 mi. west of King Cr. to 0.5 mi. east of Bridge)

Character of proposed work Gr. Dr. Intermediate Type Surf. Br.
(Grade and drain, 2 miles. Rock base and Type 0-11 oil mat surface, two 12' lanes with 8' shoulders. Two concrete bridges, length 772'.)

ROW - 150' normal, Access Control - partial, Parking Restrictions - none, Utilities - adjustments required.

Project length 2.64 miles

ESTIMATED PROJECT COST BY PHASES

Phases	Total estimated cost	Federal funds	State funds	Other funds
Preliminary Engineering				
Right of Way				
Construction	1,000,000	600,000	400,000	
PROJECT TOTALS	1,000,000	600,000	400,000	

Program approval or acceptance dates

Remarks

Additional data - Item 357, Project F-29(9)

Comm-DC 47284

KING CR.-BRIDGE SECTION

PROJECT NO. EBF-29(11)

Existing Facility

Roadway: Two 9' lanes oil mat surface with 3' shoulders. It was constructed in the early 1930's and the alignment is very substandard with many sharp reversing curves.

Structures: Frame trestle structures at King Cr. and Big Cr., length 165', H.C. 22'-10".

Adjacent Sections

West End: Presently under construction, Project F-29(9) to provide ultimate two 12' lanes high-type pavement with 8' shoulders.

East End: Two 9' lanes oil mat surfacing with 3' shoulders.

Project Data

Roadway: Grade and drain on improved grade and alignment, 2 miles. Construct rock base and type O-11 oil mat surfacing, consisting of two 12' lanes with 8' shoulders, 2.6 miles. The rock base and oiling extends over the east 0.6 mile portion of Project F-29(9) where only grading and drainage work was done. The ultimate improvement is to be high-type pavement.

Structures: The project makes two crossings of the Middle Fork Coquille River. Length of the two structures is 292' and 480'.

System Action, Railroads, Airport, Water Development - none involved.

Public Hearing: Required and has been held.

RECEIVED
FORM E-30X 50M 2-60 25119

FILE IN

5947

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1961

SUBJECT: King Creek Bridge
Coos Bay-Roseburg Highway

To:

MEMO TO THE FILE

Discussed with Mr. Merchant this date the advisability of getting three structures on this section of highway designed so that they would be available when the job is let. Although the job is not presently scheduled, it is anticipated that an early letting date will be imposed.

The three structures are - one over King Creek and two over the Middle Fork of the Coquille River. This job will have to be let in its entirety - grading, paving, and structures - due to its location and the amount of temporary oiling and paving work which would have to be done if it were let otherwise.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Asst. Construction Engineer

LHY:jw

cc Forrest Cooper ✓
Ivan D. Merchant

NOTED
FORREST COOPER

RECEIVED

S-262(6) Narrows-Saddle Butte Sec., 1961
Frenchglen Hwy., N. of
#5948 Frenchglen

RECEIVED
MAY 8 - 1964

1,141

May 7, 1964

Babler Brothers Inc.
4617 S. E. Milwaukee Avenue
Portland, Oregon

Gentlemen:

In regards North Unit, Narrows-Saddle Butte, Contract No. 5948, I find the following quantities were removed from the cinder pits:

Cinder Pit #1 - 27,560.4 cubic yards
Cinder Pit #2 - 30,999.0 cubic yards

Pit #2 was identified in the notes as being in the south end of the project. The other had no identification except Pit #1.

Very truly yours,

Theodore Boehme
Final Estimate Engineer

TB:mb

RECEIVED
NOV 12 1963

FORM E-30 80M 3-63 49607
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 6, 1963

SUBJECT: Abandonment Agreement
N. Unit, Narrows-Saddle Butte Section
Frenchglen Highway

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
Salem

Refer to your letter of October ~~29~~ 21, 1963, regarding abandonment in favor of Harney County of a section of the Frenchglen Highway No. 440.

Harney County Judge Hotchkiss has been contacted on this matter. He informs us that the county will accept jurisdiction of "Unit A" on the attached map.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:if

Attachments

NOTED
LLOYD P. SHAW

RECEIVED
NOV 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NORTH UNIT
NARROWS-SADDLE BUTTE SECTION
FRENCHGLEN HIGHWAY
HARNEY COUNTY
JULY, 1963

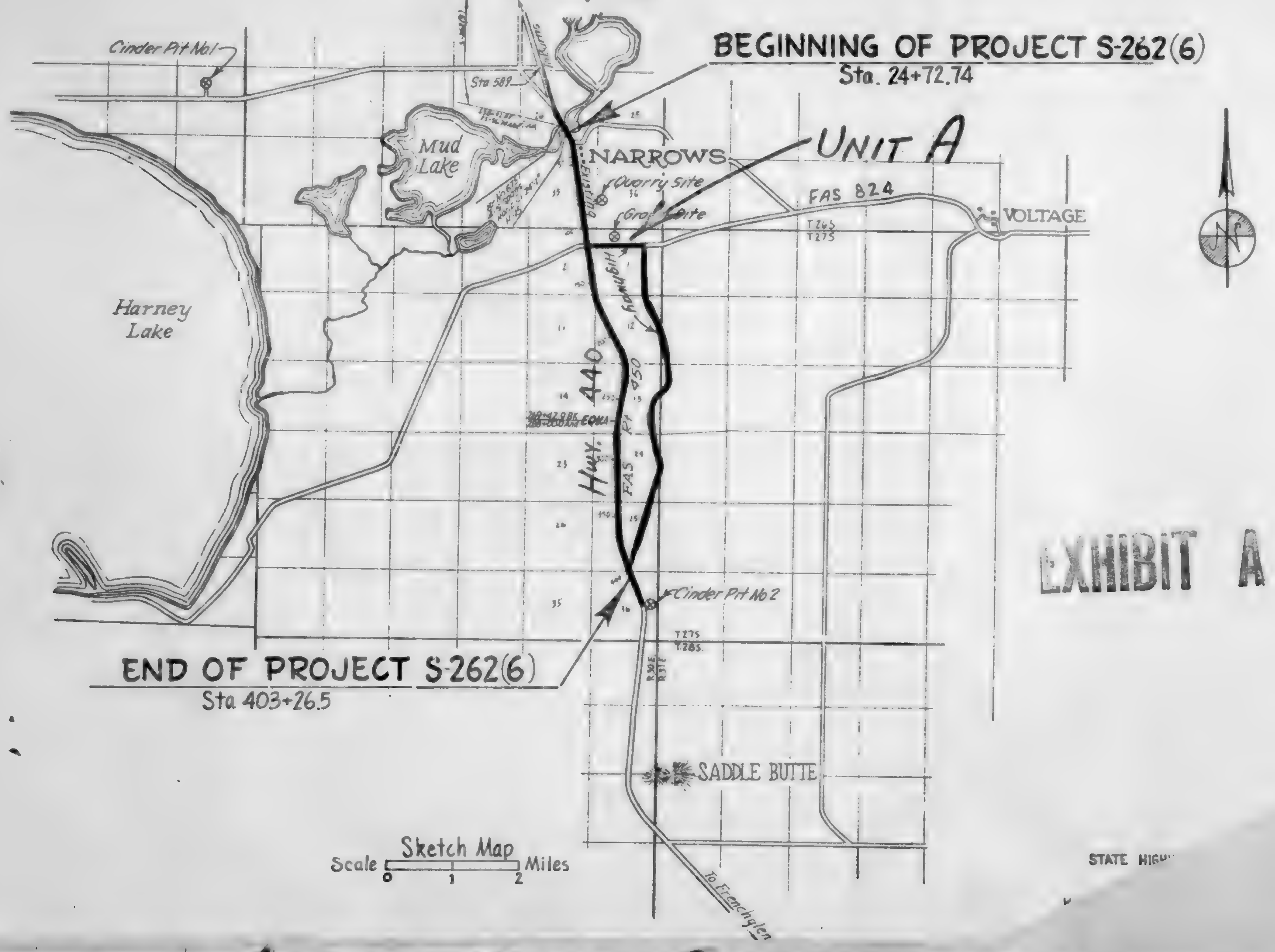


EXHIBIT A

STATE HIGH

RECEIVED
NOV 4 1963
FOR FILING

5948

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1963

SUBJECT:

To: Mr. A. F. Parson, Division Engineer
Oregon State Highway Department
P. O. Box 850
La Grande, Oregon 97850

This is to advise you that the following section of highway has been completed and opened to traffic:

Section N. Unit, Narrows-Saddle Butte

Highway Frenchglen Highway No. 440

County Harney

Pursuant to an abandonment agreement between the State and Harney County dated (pending signature), the County shall accept jurisdiction over and maintain as part of the county road system Unit A of the old right-of-way and the State shall place the old highway in serviceable condition before turning it over to the county.

Inasmuch as the Highway Commission will adopt a resolution in the near future abandoning these portions of old right-of-way to the county, please contact the county to inspect and correct any deficiencies in the old highway before it is given to the county.

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

cc: I. A. DeFrance
O. G. McComb, DMS
H. S. Cox

NOTED
LLOYD P. SHAW

RECEIVED
SEP 17 1962

FOR FILING

5945

September 12, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #5948 awarded to Babler Bros. Inc., for grading-oiling the North Unit of the Narrows-Saddle Butte Section of the Frenchglen Secondary Highway in Harney County was completed on June 11, 1962, and accepted by the Highway Commission on June 29, 1962.

Final payment, in the amount of $7,127.94 will be released to the contractor on or after September 19, 1962. The total contract amount is $242,501.70 including $61.57 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 27, 1962

Section North Unit: Narrows-Saddle Butte

Kind of work Grading & Oiling

Highway Frenchglen County Harney

Section prefix 113-1042

Contractor Babler Bros., Inc.

Contract number 5948 S 262(6)

Date of contract July 28, 1961

Specified work days 125

Date work started Oct. 17, 1961

Work days used 102

Project authorization $279,496.69

Exclusive of engineering $259,621.37

Per cent of time elapsed 82 %

Estimated cost of completed project, exclusive of engineering $244,342.35

Estimated per cent XXXXX or underrun 1.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $19,875.32

Engineering cost to date $18,000.00, 91 %

Date project was completed June 11, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed June 11, 1962.

Semi-final Estimate submitted to Division Office this week.

Final report.

NOTED

JUL 30 1962

Noted
M. N. JL.e

Signed L. C. Johnson

Address 252 South Date Avenue, Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.82	6.82		6.82	
Miles partially completed					
Miles completed	6.82	6.82		6.82	
Total estimated quantities (contract)	193,500	70,000		536 ton 5,210 c.y.	
Total quantities corrected to date	196,764	68,894		589.49 ton 5,035 c.y.	
Estimated quantities moved or placed to date	196,764	68,894		589.49 ton 5,035 c.y.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED

FOR

477 Cottage Street NE
lem, Oregon

July 25, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Final inspection - North Unit Narrows-
Saddle Butte Section, S-262(6)

Area Engineer Jensen accompanied Division Engineer Parson and Resident Engineer Johnson on July 19th on a final inspection of subject project. Recommendation will be made to accept the project.

This project is worthy of special commendation. The excavation slopes are trimmed neatly (being sandstone), and the embankment slopes have the same appearance. The project shows good coordination between the resident engineer and the contractor in securing such good work.

Original referred To Morgan
7-27-62

NOTED
R. L. PORTER

RECEIVED
OCT 24 1961
FOR FILING 10-114

-20-61

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	F[illegible] PR-2 (R[illegible]. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Harney
		PROJECT NO. S-262(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 205
Narrows to Saddle Butte

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-61	6.8
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 273,010.00	$ 171,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)
By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer October 20, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the North Unit, Narrows-Saddle Butte Section, Project No. S-262(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

August 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Unit, Narrows-Saddle Butte Section, Project No. S-262(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Federal Aid Secondary
Project No. S-262(6)

Oregon State Highway Department

NORTH UNIT, NARROWS-SADDLE BUTTE SECTION OF THE FRENCHGLEN HIGHWAY IN HARNEY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 3, 1961

Type Code 5231
Roadway (Sta. 24+72.74 thru equa. 269+42.90 - 288+00.00 to Sta. 403+26.59)
(Contract No. 5948)

Clearing and Grubbing	All	Required	$	$ 8,500.00
Drainage Excavation, Unclassified	260	cu.yd.	2.00	520.00
General Excavation, Unclassified	180,000	cu.yd.	0.30	54,000.00
Embankment in Place	13,500	cu.yd.	0.75	10,125.00
Short Overhaul	548,800	yd.sta.	0.01	5,488.00
Long Overhaul	4,080	C-yd.sta.	0.40	1,632.00
Finishing Roadbed and Slopes	6.82	mile	750.00	5,115.00
Rounding Cutbanks	3,300	lin.ft.	0.15	495.00
12-inch Corrugated Metal Pipe	70	lin.ft.	2.50	175.00
18-inch Corrugated Metal Pipe	1,000	lin.ft.	3.75	3,750.00
24-inch Corrugated Metal Pipe	160	lin.ft.	5.00	800.00
Salvaging Culvert Pipe	36	lin.ft.	3.00	108.00
Guide Posts, Type W-2	240	only	7.00	1,680.00
Selected Cinder Topping	59,100	cu.yd.	0.90	53,190.00
3/4" - 0 Material in Leveling Course	10,900	cu.yd.	3.25	35,425.00
Sprinkling	5,330	M-gal.	2.50	13,325.00
Preparation of Base	6.82	mile	200.00	1,364.00
3/4" - 0 Material in Binder Course	690	cu.yd.	4.75	3,277.50
Furnishing and Placing Aggregates	4,520	cu.yd.	4.75	21,470.00
MC-2 Asphalt	110	ton	52.00	5,720.00
120-150 Asphalt	330	ton	50.00	16,500.00
RS-1 Asphalt	96	ton	52.00	4,992.00
Extra for Oiling Approaches	6	only	40.00	240.00
				$247,891.50
Flagging (57½% of Contractor's Cost)	All	Required		100.00
Signing (Temporary)	All	Required		200.00
				$ 300.00
	Subtotal			$248,191.50
	10% Engr. & Cont.			24,818.50
		Total		$273,010.00

Length of Roadway - - - - - - 6.817 Miles
Cost of Roadway Per Mile- - - $40,048.40

Federal Funds	$171,000.00
State Funds	102,010.00
	$273,010.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
AUG 10 1961
FOR FILING

[illegible]

5948

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9, 1961

Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5948, awarded July 28, 1961,
for grading-oiling the North Unit of the
Narrows-Saddle Butte Section of the
Frenchglen Secondary Highway in
Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
FORM E-33 50M 7-60
AUG 1 1961
FOR FILING
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1961

SUBJECT: FAS 450, Harney County

To: Mr. G. S. Paxson
OFFICE

[illegible]

Attached is a suggested letter to the Bureau of Public Roads forwarding a copy of Harney County's letter authorizing use of $60,000 of its federal fund allocation on a state highway project.

H. S. Cox
County & City Relations Engineer

VRJ:mm
Att.

County Court *for* Harney County
BURNS, OREGON

July 24, 1961

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. S. Cox
County and City Relations Engineer

Gentlemen:

By this letter the Harney County Court authorizes the Oregon State Highway Commission to utilize $60,000. of Federal funds allocated to Harney County under the County FAS policy, which will be matched by State and State FAS funds making a total of approximately $100,000 on the Narrows-Saddle Butte Section of the Burns-Frenchglen Road.

Very truly yours,

HARNEY COUNTY COURT

Judge

Commissioner

Commissioner

July 28, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Mr. Polk:

Attached for your information is a copy of a letter signed by the Harney County Court authorizing use by the State of $60,000 of federal funds allocated to Harney County for expenditure on the Frenchglen Secondary Highway.

The County Court is of the opinion that improvement of the Frenchglen Highway, FAS 450, is of more importance to the county than improvement of existing county FAS routes and has offered the above funds to aid in construction of a project from the southerly end of Federal-aid Project S-262(3) southerly to the vicinity of Saddle Butte. The State Highway Commission has accepted this offer.

As a result, fifty per cent of the fiscal-year 1962 funds less $60,000 will be expended on county roads and fifty per cent of 1962 funds plus $60,000 will be expended on state highways.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

VRJ:mm
Att.

cc: H. S. Cox

7-21-61

PROPOSED PROJECT
HARNEY COUNTY

FAS 450, Narrows-Saddle Butte Section (State Highway), $100,000.

This is a state highway FAS project for which, by agreement between Harney County and the Highway Commission, the County is releasing $60,000 of federal funds allocated to the county under the FAS program. As federal funds are assumed to represent 60% of total FAS funds, Harney County's total fund allocation will be reduced by $100,000.

Approved 7/28/61

61-d
7/21/61

RECEIVED
MAY 24 1961

FOR FILING
I-2621(6)

5141

5 17 61

NOTED
W. C. WILLIAMS

ADDENDUM "A" TO LOCATION PROSPECTUS
NORTH UNIT, NARROWS-SADDLE BUTTE SECTION
FRENCHGLEN HIGHWAY
HARNEY COUNTY

The following addendum is submitted to revise the location prospectus concerning the above-mentioned section:

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: The sentence beginning with "Traffic and terrain, etc.," change to read "Traffic and terrain warrant a Class "E" highway with a maximum grade of 6 per cent and a maximum curvature of 10 degrees." The remainder of the paragraph is correct as per original prospectus.

Paragraphs 5 through 10: Correct as per original prospectus.

Attachment: Correct as per original attachment.

May 17, 1961

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
A. F. Parson (2)
L. C. Johnson
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright (2)
Victor D. Wolfe

RECEIVED
MAY 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, Chairman
Portland
KENNETH N. FRIDLEY, Member
Wasco
GLENN L. JACKSON, Member
Medford

Floyd Query, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

(F.A.S 450
Harney Co)

RECEIVED
MAR - 6 1961
ENGINEER
COUNTY & CITY RELATIONS

March 6, 1961

Oregon State Highway Commission

Gentlemen:

Harney County has asked that approximately $60,000 of its federal-aid secondary money be applied to an additional project on the Frenchglen Highway. This job would be an extension southerly of the work on the Wrights Point-Narrows Section now under contract. The County also requested that the Commission make available all additional funds possible so that the proposed work would make up a substantial contract.

It is possible to prepare a seven- or eight-mile job that could be undertaken in the reasonably near future at a cost of approximately $250,000. If such a project were constructed, the Frenchglen road would then be improved for one-half its length of 60 miles. In order to finance such a proposal, $150,000 could be transferred from the $405,000 that you approved for the Crane-Scotts Butte Highway in Program VII. This, coupled with the above $60,000 and the matching amount of $40,000, would supply sufficient funds. This transfer of funds would, of course, reduce the amount available for work on the Crane-Scotts Butte Highway. I do not believe that this is serious at this time, as the remaining funds will probably be sufficient to resurface the most critical parts of the Crane-Scotts Butte Highway, and, furthermore, there is a possibility that the State may be able to secure some federal lands highway money for this project.

This matter will be on the agenda for your consideration at the March 10 meeting with my recommendation that it be approved.

Very truly yours,

(Signed)
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

cc G. S. Paxson
R. L. Porter
Clarence Swenson ✓
C. H. Maison

Appr. 3/10/61

FORM 2-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]
H. S. COX

RECEIVED
FEB 10 1961
ENGINEER
COUNTY & CITY RELATIONS

February 10, 1961

Honorable C. W. Craddock
Harney County Judge
County Courthouse
Burns, Oregon

Dear Judge Craddock:

You appeared before the State Highway Commission at its meeting on January 27 and generously offered County FAS funds for use on the Frenchglen State Secondary Highway. (F.A.S 450)

The Highway Commission wishes to thank you for your offer and has instructed me to make a study of available funds to see what type and length of project can be accomplished by the use of County FAS funds and available State FAS funds. A report will be made to the Commission at its next meeting, and I am sure that some reasonable project can be approved.

I wish to thank you again for the offer and assure you that the matter will be given careful attention.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Victor D. Wolfe
Mr. C. G. Swenson

Harney County

Total Federal funds through 1961 — 271,628
Projected 1962 funds (Based on partial allocation of 9-7-6) 33,772
Projected 1963 funds (estimate) — 33,772

# 339,172

Total amount of Federal Funds [illegible] — 279,226

59,946

$\frac{59{,}946}{60} = \$100{,}000$ available
including state County & Federal funds.

NOTED
H. S. COX

NOTED
V. R. JONES

HARNEY COUNTY FAS FUND STATUS

	Federal	Match	Total
Fiscal-year 1962	$28,800	$19,200	$48,000
Fiscal-year 1963 (Est)	35,600	23,400	59,000
	$64,400	$42,600	$107,000
	21,300		
	85,700		

Transfer of $100,000 Total FAS Funds
to be submitted to Highway Comm. 3/8/61 V. J.

CGS:mm
1/27/61

NOTED
H. S. COX

NOTED
C. G. SWENSON

Salem, Oregon
January 20, 1961

Harney County FAS Fund Status

Mr. Forrest Cooper
Deputy State Highway Engineer

It is my understanding that Judge Craddock will appear before the Highway Commission on January 27 to present some kind of a proposition for use of Harney County's FAS funds for further improvement on the Frenchglen Highway. We have, you may recall, used county FAS funds on two projects on the Frenchglen Highway.

For your information, Harney County has presently available for programming $28,800 in federal funds which, with matching funds, would be a total of $48,000. Harney County's allocation of 1963 FAS federal funds is estimated at $35,600 which, with matching funds, would be a total of $59,000.

These figures are somewhat higher than those furnished the county about two months ago which were based on the best available figures at that time.

C. G. Swenson
County and City Relations Engineer

[redacted]

cc: G. S. Paxson
V. D. Wolfe

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

COPY

December 1, 1960

Hon. C. W. Craddock
Harney County Judge
Courthouse
Burns, Oregon

Dear Judge Craddock:

As per your telephoned request of yesterday, this office has worked out the following information on Harney County's FAS fund status.

You have presently available for programming $17,400 in fiscal-year 1962 federal secondary funds which when matched with state and county funds would make a total of $29,000. There will be an additional allocation of fiscal-year 1962 funds which for Harney County is estimated to be approximately $8,400 which when matched with state and county funds would make a total of $14,000. It is anticipated that these funds will be available for programming after the January, 1961, Highway Commission meeting. It is estimated that Harney County will have approximately $33,600 in fiscal-year 1963 federal secondary funds which when matched with state and county funds would make a total of $56,000. It is anticipated that these funds will be available sometime between July 1 and December 31, 1961. A brief summary of these funds would be as follows:

	Federal Funds 60%	State & County Match Funds, 40%	Total
Fiscal-year 1962 funds now available for programming	$17,400	$11,600	$29,000
Additional fiscal-year 1962 funds, probably available Jan., 1961 (Estimated)	8,400	5,600	14,000
Fiscal-year 1963 funds probably available between July 1, 1961 and December 31, 1961 (Estimated)	33,600	22,400	56,000

I believe this is the information you desire. If you should have any questions regarding this, probably you could stop in my office before Commission meeting in the morning of December 13 and I would be glad to go over these figures with you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: G. S. Paxson

RECEIVED
FEB 11 1960
FOR FILING

2-8-60

LOCATION PROSPECTUS
NORTH UNIT, NARROWS-SADDLE BUTTE SECTION
FRENCHGLEN HIGHWAY
HARNEY COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Frenchglen Highway, which is a State Secondary facility on the Federal Aid Secondary System. The northerly terminus is 0.6 mile northerly of the abandoned store at the Narrows. The southerly terminus is 7.9 miles southerly of the abandoned store. The overall length of the project is 8.5 miles.

This will be a location survey to prepare plans, specifications, and estimates for construction on revised alignment. The general route will roughly parallel the existing facility to the west. There are no towns within project limits.

Reconnaissance has been made. Soils investigation will be conducted. There are no drainage problems requiring special study. An economic analysis is not needed.

The existing (1958) ADT is 60 and the projected (1978) ADT is 100. Traffic and terrain warrant a Class "E"-50 highway with a maximum grade of 5 per cent and a maximum curvature of 10 degrees. The typical section will consist of a 20-foot traveled way with 4-foot shoulders. Deviation from State and Federal standards is not anticipated.

Rise and fall and central angle data are not available at this time.

This will be an unrestricted access facility with no interchanges, railroad crossings, or major stream crossings.

The tentative base design by G. L. Decker is:

Wearing Surface	1¼"	0-11 Oil Mat
Top Course, Base	2 "	3/4"-0 Crushed
Bottom Course, Base	10 "	Coarse Crushed
Total Depth	13¼"	

Material sources will be prospected.

Agreements with the county are not necessary.

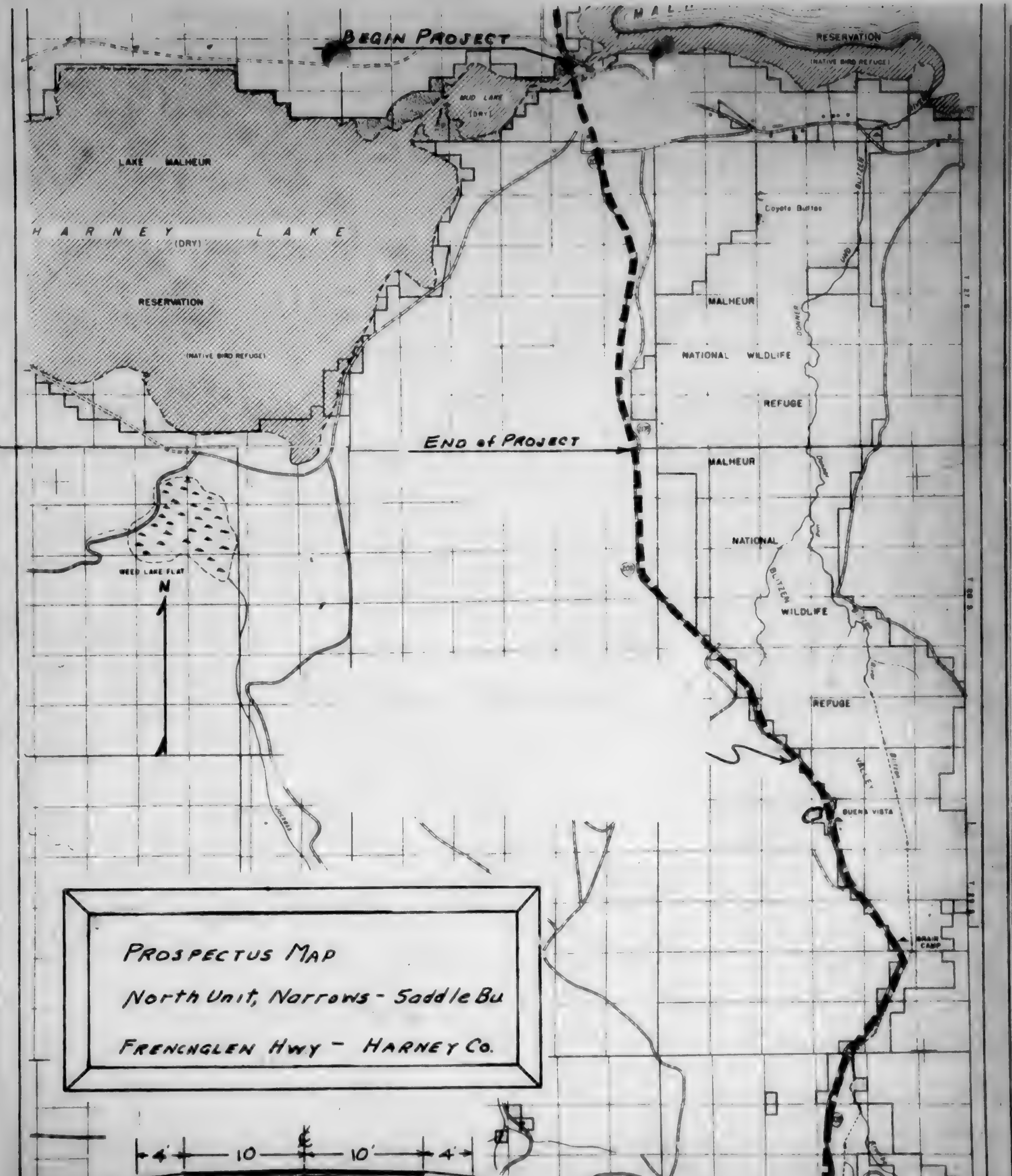
There are no State parks or roadside rest areas affected by this project.

February 8, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
A. F. Parson (2)
L. C. Johnson
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP

North Unit, Narrows - Saddle Bu

FRENCHGLEN HWY - HARNEY CO.

123-1029 8th Ave.-2nd Ave. (N. Ontario) 1961
Sec., Olds Ferry-Ontario Hwy.
#5949

RECEIVED
B 7 1962
FOR FILING

January 24, 1962

8th Ave. -2nd Ave. (North Ontario)
Contract No. 5949

FINAL COST ANALYSIS

Stone Base and Paving
Contractor: Babler Brothers, Inc.
Resident Engineer: E. S. Thompson

Olds Ferry-Ontario Highway
Prefix No. 123-1099

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Cr. Mat'l in Base	4, 170	Cu. Yd.	3. 25	2. 96	12, 382. 42	13, 552. 50
3/4"-0 Cr. Mat'l in Base	1, 149	Cu. Yd.	4. 00	3. 51	4, 038. 77	4, 596. 00
Sprinkling	289	M-Gal.	3. 00	2. 47	714. 53	867. 00
Preparation of Base	0. 54	Mile	1, 000. 00	684. 48	369. 62	540. 00
3/4"-0 Mat'l in Binder Course	90	Cu. Yd.	4. 00	3. 51	316. 36	360. 00
MC-2 Asphalt	18. 01	Ton	60. 00	64. 96	1, 170. 07	1, 080. 60
Cl. "B" Asphaltic Concrete	3, 134. 83	Ton	12. 50	11. 51	36, 093. 67	39, 185. 38
Extra for Paving Approaches	14	Only	50. 00	40. 48	566. 84	700. 00
					$55, 652. 28	$60, 881. 48

Gross Revenue	$ 60, 881. 48
Total Cost	55, 652. 28
Net Profit	$ 5, 229. 20

Net Profit equals 8. 59% of Gross Revenue

DETAIL OF COSTS - Contract No. 5949

Labor:				
Labor and Supervision			$ 11,681.89	
Labor Insurance			934.06	
Health, Welfare, Pension and Travel			642.33	$ 13,258.28
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			4,795.08	
Equipment Rental, Hired without Operator			8,896.85	
Equipment Rental, Hired with Operator			1,722.75	
Gas, Oil and Grease			1,627.04	
Bond and Insurance			532.34	
Home Office and General Overhead			397.75	
Move In			1,613.00	
Small Tools and Miscellaneous Supplies			306.87	19,891.68
Materials:				
MC-2 Asphalt	18.01 Ton	@ $38.35	690.68	
85-100 Asphalt	179.97 Ton	@ $29.20	5,138.88	
Freight on Asphalt (85-100)			1,936.22	
AC Mix Aggregates	3,134 Ton	@ $1.75	3,918.54	
Coarse Cr. Material	4,170 Cu.Yd.	@ $2.00	8,340.00	
3/4"-0 Mat'l in Base	1,149 Cu.Yd.	@ $2.00	2,298.00	
3/4"-0 Mat'l in Binder	90 Cu.Yd.	@ $2.00	180.00	22,502.32
			TOTAL COST	$ 55,652.28

Remarks - Contract No. 5949

This was a "State Project" consisting of the construction of 0.54 mile of stone base, involving 5,319 cubic yards of crushed materials and the construction of 0.54 mile of asphaltic concrete pavement, involving 3,134.83 tons of asphaltic concrete on Oregon Street in the city of Ontario in Malheur County.

This project was bid July 27th, awarded July 28th, and completed September 20, 1961.

N.A. Toole began producing crushed materials for this project on Saturday, August 25, 1961. The crushing of all the required base and binder materials was completed September 1st.

Babler Brothers, using hired trucks, began placing the coarse crushed base on Wednesday, August 30th. Babler's equipment consisted of one #12 blade, one Steel-wheel roller, one front-end loader, and one water sprinkling truck. The base and level course was completed Friday noon and the binder shot in the afternoon.

The placing of the asphaltic concrete pavement began at 10:55 a.m. on September 12th. The asphaltic concrete mix was made at Babler's plant set up at Pleasant Valley and hauled in hired trucks to Ontario. The aggregates for the mix were purchased from Frank G. Bauline from his crushing set up at Pleasant Valley.

The placing and finishing equipment consisted of one Cedar rapids paver, one Ferguson paver which did not operate too well, one tandum roller, one steewheel roller, and one rubber-tired roller. The paving was completed on Wednesday, Sep ember 22, 1961.

The contractor made a good profit on this project despite the delays caused by the City and by the breakdown of the Ferguson paver.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
EC 6 1961
FOR FILING

5949

December 5, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment in the amount of $450.00 will be made to Babler Bros. Inc., on contract #5949 for stone base-paving the 8th Ave.-2nd Ave. Section (N. Ontario) of the Olds Ferry-Ontario Secondary Highway in Malheur County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $60,881.48, including the post-final payment. There was no force account work performed in connection with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 6, 1961

Section 8th Ave.-2nd Ave. (N. Ontario)

Kind of work Stone Base & Paving

Highway Olds Ferry Ont. County Malheur

Section prefix 123-1099

Contractor Babler Bros. Inc.

Contract number 5949

Date of contract July 28, 1961

Specified work days 30

Date work started August 25, 1961

Work days used 22

Project authorization $ 69,617.81

Exclusive of engineering $ 64,667.21

Per cent of time elapsed 73.3 %

Estimated cost of completed project, exclusive of engineering $ 60,431

Estimated per cent underrun 6.55 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 4,950.60

Engineering cost to date $ 4,864, 98.3 %

Date project was completed September 20, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final submitted to division office on Thursday this week.

Mr. A. F. Parson visited this project on Thursday this week.

NOTED
JOHN R. OAKES

Noted
A. N. [illegible]

CONSTRUCTION DIVISION
RECEIVED
OCT 9 1961
NOTED-- Ey B
CE ACE ACE COE

Signed E. S. Thompson
E. S. Thompson, Resident Engineer

Address Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.54		0.54	0.54
Miles partially completed					
Miles completed		0.54		0.54	0.54
Total estimated quantities (contract)		5,990		19 ton	3,050 ton
Total quantities corrected to date		5,319		18 ton	3,136 ton
Estimated quantities moved or placed to date		5,319		18 ton	3,136 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
AUG 10 1961

FOR FILING

x 5-1077

5949

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 9, 1961

Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5949, awarded July 28, 1961, for stone base-paving the 8th Ave. -2nd Ave. Section (N. Ontario) on the Olds Ferry-Ontario Secondary Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

9

RECEIVED
JUN 26 1961
FORM E-30 50M 7-60
~~FOR FILING~~
[illegible]
5944

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1961

SUBJECT: 8th Avenue-2nd Avenue
(N. Ontario) Section

To: Mr. Victor D. Wolfe
Administrative Assistant
OFFICE

I have been informed by Mr. John Lesher, Ontario City Manager, that the city would start work on the subject project on June 15 and I have alerted Mr. Porter and Mr. Moehring re this in order that there be no slip up in the opening of bids on this project on July 27.

Plans and specifications are now practically completed and Mr. Moehring said they would get authority to condemn right-of-way at the June 27 meeting of the Highway Commission.

You have a copy of my "Memo to Files" regarding driveways and our plans now call for construction of four A.C. driveways only.

The estimated cost of the state's portion of the project is $57,210.

C. G. Swenson
County & City Relations Engineer

CGS:mm

NOTED
V. D. WOLFE

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

MEMO TO FILES
6/15/61

DRIVEWAYS
NORTH OREGON STREET PROJECT
CITY OF ONTARIO

Mr. John Lesher called this date regarding the 28 P.C.C. driveways shown on the preliminary plans as to be constructed under the State's contract. He informed me that it always had been the City's policy only to depress curbs at unimproved driveways and connect back in kind either asphaltic concrete or P.C.C. curbs. In view of this, Mr. Lesher was concerned that we would be setting a precedent which the City would have to face up to on subsequent city projects if we constructed all new P.C.C. driveways as most of the existing driveways on this project are unimproved. He stated that there were 2 asphaltic driveways and a few P.C.C. driveways. Our field plans show 3 asphaltic concrete driveways, 7 P.C.C. driveways, and 18 gravel driveways.

In view of this, Mr. Lesher requested that the State's contract include only the paving required to connect up the asphaltic concrete driveways and the City would take care of the remaining driveways.

Original signed
C. G. Swenson

C. G. Swenson
County & City Relations Engineer

CGS:mm

cc: D. J. Barbee
V. D. Wolfe
A. F. Parson

RECEIVED
[illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

I-80N-2(22) Dodson-Bonneville Sec., 1961
33 Columbia River Hwy. (Struct. [redacted]
#5950 & Sign.)

RECE[illegible]D
JUN 1 9 196[illegible]

FOR [illegible]

4921

[illegible] SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

June 11, 1965

SUBJECT: Salvaged Materials
Interstate Projects

To:

Mr. L. W. Rulien
Division Engineer
State Highway Department
P. O. Box D2157
Portland, Oregon 97202

Office Engineering has requested that we furnish information concerning the value and location of items salvaged on the following listed projects:

DODSON-BONNEVILLE SECTION, Contract No. 5950, I-80N-2(22)33

Bid Item No. 56 - Removal of Existing Sign Installations.

DODSON-BONNEVILLE SECTION, Contract No. 5718, I-80N-2(19)33

Bid Item No. 46 - Salvage 6-inch Water Valve - 1 Only

MULTNOMAH CO. LINE-EAST CASCADE LOCKS SECTION, Contract No. 5829, I-80N-2(20)39

Bid Item No. 19, Salvage Culvert Pipe (208 feet were salvaged, but 196 feet were reinstalled. Need location of 12 feet not accounted for in notes. See attached sheet.)

Bid Item No. 34 - Salvage and Stockpile Sight Posts - 39 Only

Bid Item No. 73 - Removal of Existing Sign Installations

The value of these salvaged items must be credited to the project if they were stockpiled. Please determine the location and value of these salvaged items and supply this office with your findings.

DES:fp
Attach.
cc F. B. Klaboe
L. H. Young

F. D. Morgan
Construction Engineer

RECEIVED
JUN 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Monthly transaction number 15-096(22)33	F PR-2A (5 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5-19-65	County Multnomah Project number I-80N-2(22)33

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 20, 1961, is hereby modified as follows:

Revised estimated total cost of project $ 1,072,011.00

Revised Federal funds $ 988,497.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of May, 1965.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Asst. State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

XXX A. W. Parsons
(Division Engineer)

By: L. E. Backlund
L. E. Backlund
Administrative Manager

USCOMM-DC 8120-P63

April 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of project agreement on the Dodson-Bonneville Section, Project No. I-80N-2(22)33.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:mb

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(22)33

DODSON-BONNEVILLE SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and an increase in cost on preliminary engineering, quantities on contract items and approved State Force Order.)

Salem, Oregon, April 28, 1965

Type Code P.E.

Preliminary Engineering	$ 20,298.00

Type Code 6201
Roadway (Sta. 1472+00 to Sta. 1737+00)(Contract 5950)

Removal of Concrete and Masonry	All	Required		$ 5,000.00
Drainage Excavation, Unclass.	1,084.72	cu.yd.	$ 4.00	4,338.88
General Excavation, Unclass.	11,000	cu.yd.	0.80	8,800.00
Furnishing and Placing Topsoil	3,500	cu.yd.	2.50	8,750.00
18-inch Concrete Pipe	578	lin.ft.	4.00	2,312.00
24-inch Concrete Pipe	260	lin.ft.	6.00	1,560.00
36-inch Concrete Pipe	90	lin.ft.	10.00	900.00
12-inch Corrugated Metal Pipe	210	lin.ft.	3.00	630.00
Extra for Pipe Under Pavement	100	lin.ft.	5.00	500.00
8-inch Sewer Pipe	230	lin.ft.	1.00	230.00
6-inch Perf. Metal Drain Pipe	1,390	lin.ft.	1.50	2,085.00
Special Backfill in Drains	180	cu.yd.	6.00	1,080.00
1-1/2 inch Electrical Conduit	780	lin.ft.	1.50	1,170.00
1-1/2 inch Galvanized Water Pipe	50	lin.ft.	1.50	75.00
2-1/2 inch Galvanized Water Pipe	330	lin.ft.	2.00	660.00
Concrete Manholes	1	only	400.00	400.00
Concrete Inlets, Type "G"	8	only	100.00	800.00
Concrete Inlets, Type "G-1"	1	only	100.00	100.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Adjustment of Inlets	2	only	50.00	100.00
Concrete Curbs	190	cu.yd.	45.00	8,550.00
Concrete Walks	340	sq.yd.	5.00	1,700.00
Cap and Seal Inlets	1	only	100.00	100.00
Type 1 Fence	34	rod	8.00	272.00
Type 2 Fence	150	rod	8.00	1,200.00
Salvage and Reinstall Guard Rail	660	lin.ft.	1.30	858.00
Metal Guard Rail	28,953.9	lin.ft.	2.40	69,489.36
Metal Median Barrier	17,000	lin.ft.	3.60	61,200.00
Guide Posts, Type W-1	250	only	6.00	1,500.00

Guide Posts, Type Y-2	80	only	$ 7.00	$ 560.00
Guide Posts, Type Y-3	3	only	10.00	30.00
Coarse Crushed Material in Base	145,224.3	ton	1.20	174,269.16
3/4"-0 Material in Base	34,307.1	ton	1.20	41,168.52
Sprinkling	2,600	M-gal.	1.50	3,900.00
Preparation of Base	All	Required		2,500.00
3/4"-0 Material in Binder Course	820	cu.yd.	3.00	2,460.00
Furnishing and Placing Aggregates	1,520	cu.yd.	4.00	6,080.00
RC-3 Asphalt	181.62	ton	40.00	7,264.80
120-150 Asphalt	74	ton	37.00	2,738.00
RS-2 Asphalt	28	ton	42.00	1,176.00
Extra for Oiling Approaches	7	only	30.00	210.00
Asphaltic Concrete Mixture	43,769.01	ton	3.30	144,437.73
Asphalt in Mixture	2,523.57	ton	27.00	68,136.39
Asphaltic Concrete Traffic Markers, Type L	860	lin.ft.	1.00	860.00
Illumination Installation Revision, Complete	All	Required		1,250.00
Removal of Existing Sign Installation	All	Required		200.00
Furnish 8" BP 36# Steel Piling	218	lin.ft.	5.00	1,090.00
Drive Steel Piles	13	only	80.00	1,040.00
Metal Sign Posts	All	Required		800.00
Metal Sign Supports	All	Required		2,400.00
Wood Sign Posts	All	Required		2,000.00
Type "A" Signs in Place	1,326	sq.ft.	7.00	9,282.00
Type "B" Signs in Place	36	sq.ft.	7.00	252.00
Type "C" and "D" Signs in Place	640	sq.ft.	4.00	2,560.00
Type "E", "F" and "G" Signs in Place	146	sq.ft.	4.00	584.00
Type "J" Signs in Place	37	sq.ft.	10.00	370.00
Type "K" Signs in Place	65	sq.ft.	6.00	390.00
				$662,468.84
Flagging (57½% of Contractors Cost)	All	Required		$ 7,500.00
Signing (Temporary)	All	Required		500.00
Horizontal Drains	All	Required		7,764.36
				$ 15,764.36
		Subtotal		$678,233.20
		10% Engr. & Cont.		67,822.80
		Total		$746,056.00

Type Code X021
Tanner Creek Bridge (Br. #2062-B)(Sta. 1698+78.92 to Sta. 1702+66.73)
(Contract 5950)

Remodel Structure and Maintain Traffic	All Req. (67%)		$ 6,700.00
Shoring, Cribbing, etc.	All Req. (63%)		11,340.00
Structural Excavation	925 cu.yd.	$ 10.00	9,250.00
Structural Excavation Below Elevation Shown	30 cu.yd.	20.00	600.00
Class "A" Concrete (Br. #2062-B) (1,945 cu.yd.)	All Required		142,000.00
Metal Reinforcement (444,000 lb.)	All Req. (85%)		52,700.00
Metal Railing	All Required		4,000.00
			$226,590.00

Type Code X223
Bonneville O'xing (Br. #6924-A)(Sta. 1707+39.5 to Sta. 1707+72.5)
(Contract 5950)

Remodel Structures and Maintain Traffic	All Req. (33%)		$ 3,300.00
Shoring, Cribbing, etc.	All Req. (37%)		6,660.00
Structural Excavation	725 cu.yd.	$ 10.00	7,250.00
Structural Excavation Below Elevation Shown	20 cu.yd.	20.00	400.00
Class "A" Concrete (Br. #6924-A) (344 cu.yd.)	All Required		24,000.00
Metal Reinforcement (82,000 lb.)	All Required (15%)		9,300.00
Waterproofing	50 sq.yd.	5.00	250.00
Special Gravel Backfill	20 cu.yd.	6.00	120.00
			$ 51,280.00
	Subtotal		$277,870.00
	10% Engr. & Cont.		27,787.00
	Total		$305,657.00

Length of Roadway - - - - - - - - - - - -4.729 miles
Length of 5 Structures - - - - - - - - -0.265 mile
Total Length- - - - - - - - - - - - - - -4.994 miles
Cost of Roadway per Mile- - - - - - - -$157,761.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,298.00	$ 18,739.00	$ 1,559.00
Roadway	746,056.00	688,758.00	57,298.00
Structures	305,657.00	281,000.00	24,657.00
	$1,072,011.00	$988,497.00	$83,514.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
OCT 24 1961
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 10-105	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 10-20-61	COUNTY Multnomah
PROJECT REPORT NO. I-80N-2(22)33 5950		PROJECT NO. I-80N-2(22)33

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 Dodson to Bonneville

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-5-57	---
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-57 61	4.9
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 974,977.00	$ 896,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)

By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer October 20, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Dodson-Bonneville Section, Project No. I-80N-2(22)33.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

August 8, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Dodson-Bonneville Section, Project No. I-80N-2(22)33.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Federal Aid
Oregon State Highway Department Project No. I-80N-2(22)33

DODSON-BONNEVILLE SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 8, 1961

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 10,000.00

Type Code 6201
Roadway (Sta. 1472+00 to Sta. 1737+00)(Contract 5950)

Removal of Concrete and Masonry	All	Required	$	$ 5,000.00
Drainage Excavation, Unclassified	630	cu.yd.	4.00	2,520.00
General Excavation, Unclassified	11,000	cu.yd.	0.80	8,800.00
Furnishing and Placing Topsoil	3,500	cu.yd.	2.50	8,750.00
18-inch Concrete Pipe	170	lin.ft.	4.00	680.00
24-inch Concrete Pipe	260	lin.ft.	6.00	1,560.00
36-inch Concrete Pipe	90	lin.ft.	10.00	900.00
12-inch Corrugated Metal Pipe	210	lin.ft.	3.00	630.00
Extra for Pipe Under Pavement	100	lin.ft.	5.00	500.00
8-inch Sewer Pipe	230	lin.ft.	1.00	230.00
6-inch Perforated Metal Drain Pipe	1,390	lin.ft.	1.50	2,085.00
Special Backfill in Drains	180	cu.yd.	6.00	1,080.00
1-1/2 inch Electrical Conduit	780	lin.ft.	1.50	1,170.00
1-1/2 inch Galvanized Water Pipe	50	lin.ft.	1.50	75.00
2-1/2 inch Galvanized Water pipe	330	lin.ft.	2.00	660.00
Concrete Manholes	1	only	400.00	400.00
Concrete Inlets, Type "G"	8	only	100.00	800.00
Concrete Inlets, Type "G-1"	1	only	100.00	100.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Adjustment of Inlets	2	only	50.00	100.00
Concrete Curbs	190	cu.yd.	45.00	8,550.00
Concrete Walks	340	sq.yd.	5.00	1,700.00
Cap and Seal Inlets	1	only	100.00	100.00
Type 1 Fence	34	rod	8.00	272.00
Type 2 Fence	150	rod	8.00	1,200.00
Salvage and Reinstall Guard Rail	660	lin.ft.	1.30	858.00
Metal Guard Rail	27,000	lin.ft.	2.40	64,800.00
Metal Median Barrier	17,000	lin.ft.	3.60	61,200.00
Guide Posts, Type W-1	250	only	6.00	1,500.00
Guide Posts, Type Y-2	80	only	7.00	560.00
Guide Posts, Type Y-3	3	only	10.00	30.00
Coarse Crushed Material in Base	115,000	ton	1.20	138,000.00
3/4" - 0 Material in Base	24,600	ton	1.20	29,520.00
Sprinkling	2,600	M-gal.	1.50	3,900.00
Preparation of Base	All	Required		2,500.00
3/4" - 0 Material in Binder Course	820	cu.yd.	3.00	2,460.00
Furnishing and Placing Aggregates	1,030	cu.yd.	4.00	4,120.00

RC-3 Asphalt	130 ton	$40.00	$ 5,200.00
120-150 Asphalt	74 ton	37.00	2,738.00
RS-2 Asphalt	28 ton	42.00	1,176.00
Extra for Oiling Approaches	7 only	30.00	210.00
Asphaltic Concrete Mixture	42,100 ton	3.30	138,930.00
Asphalt in Mixture	2,320 ton	27.00	62,640.00
Asphaltic Concrete Traffic Markers, Type L	860 lin.ft.	1.00	860.00
Illumination Installation Revision, Complete	All Required		1,250.00
Removal of Existing Sign Installation	All Required		200.00
Furnish 8" BP 36# Steel Piling	218 lin.ft.	5.00	1,090.00
Drive Steel Piles	13 only	80.00	1,040.00
Metal Sign Posts	All Required		800.00
Metal Sign Supports	All Required		2,400.00
Wood Sign Posts	All Required		2,000.00
Type "A" Signs in Place	1,326 sq.ft.	7.00	9,282.00
Type "B" Signs in Place	36 sq.ft.	7.00	252.00
Type "C" and "D" Signs in Place	640 sq.ft.	4.00	2,560.00
Type "E", "F" and "G" Signs in Place	146 sq.ft.	4.00	584.00
Type "J" Signs in Place	37 sq.ft.	10.00	370.00
Type "K" Signs in Place	65 sq.ft.	6.00	390.00
			$591,382.00
Flagging (57½% of Contractor's Cost)	All Required		7,500.00
Signing (Temporary)	All Required		500.00
			$ 8,000.00
	Subtotal		$599,382.00
	10% Engr. & Cont.		59,938.00
	Total		$659,320.00

Type Code X021
Tanner Creek Bridge (Br. #2062-B)(Sta. 1698+78.92 to Sta. 1702+66.73) (Contract 5950)

Remodel Structure and Maintain Traffic	All Required (67%)		$ 6,700.00
Shoring, Cribbing, etc.	All Required (63%)		11,340.00
Structural Excavation	925 cu.yd.	$10.00	9,250.00
Structural Excavation Below Elevation Shown	30 cu.yd.	20.00	600.00
Class "A" Concrete (Br. #2062-B) (1,945 cu.yd.)	All Required		142,000.00
Metal Reinforcement (444,000 lb.)	All Required (85%)		52,700.00
Metal Railing	All Required		4,000.00
			$226,590.00

Type Code X223
Bonneville O'xing (Br. #6924-A)(Sta. 1707+39.5 to Sta. 1707+72.5)
(Contract 5950)

Remodel Structures and Maintain Traffic	All Required (33%)		$ 3,300.00
Shoring, Cribbing, etc.	All Required (37%)		6,660.00
Structural Excavation	725 cu.yd.	$10.00	7,250.00
Structural Excavation Below Elevation Shown	20 cu.yd.	20.00	400.00
Class "A" Concrete (Br. #6924-A) (344 cu.yd.)	All Required		24,000.00
Metal Reinforcement (82,000 lb.)	All Required (15%)		9,300.00
Waterproofing	50 sq.yd.	5.00	250.00
Special Gravel Backfill	20 cu.yd.	6.00	120.00
			$ 51,280.00
	Subtotal		$277,870.00
	10% Engr. & Cont.		27,787.00
	Total		$305,657.00

Length of Roadway - - - - - - - -	4.729 Miles
Length of 5 Structures- - - - -	0.265 Mile
Total Length- - - - - - - - - - -	4.994 Miles
Cost of Roadway Per Mile- - - -	$139,420.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 9,000.00	$ 1,000.00
Roadway	659,320.00	606,000.00	53,320.00
Structures	305,657.00	281,000.00	24,657.00
	$974,977.00	$896,000.00	$78,977.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Report of Cost Based on 104(b)(5) Estimate

To: J. W. Nash

Description of Work: Dodson - Bonneville

Pav., Str, and Signing

I-80-2 (22)33

Taken from Segment No. D4, 104(b)(5) Estimate. Length of Work ______

Work Classification	Amount in $1000
1. Preliminary Engineering	32
2. Right-of-Way	
3. Clear & Grub. Demolition	
4. Utility Adjustments	
5. Grade & Drain; Minor Structures	
6. Base; Surfacing; Shoulders	437
7. R.R. Grade Separation	
8. Highway Grade Separations without Ramps	
9. Interchanges, Complete	66
10. Other Bridges; Tunnels	327
11. Walls	
12. Guardrail; Fencing; Lighting; Traffic Control Devices	159
13. Roadside Improvement	
14. All Other Items	13
15. Subtotal, Lines 3 to 14	1,002
16. Construction Engineering & Contingencies, 10% of Line 15	100
17. Total Estimated Cost	1,102

Construction Planning Section 1,134 with P.E.

By DRH Date 6-23-61

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(22)33

DODSON-BONNEVILLE SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 20, 1961

Type Code P.E.

Preliminary Engineering	All Required		$ 10,000.00

Type Code 6201
Roadway (Sta. 1472+00 to Sta. 1737+00)

Removal of Concrete and Masonry	All	Required		$ 5,000.00
Drainage Excavation, Unclassified	630	cu.yds.	$ 3.00	1,890.00
General Excavation, Unclassified	11,000	cu.yds.	0.75	8,250.00
Furnishing and Placing Topsoil	3,500	cu.yds.	1.50	5,250.00
18-inch Concrete Pipe	170	lin.ft.	4.50	765.00
24-inch Concrete Pipe	260	lin.ft.	6.00	1,560.00
36-inch Concrete Pipe	90	lin.ft.	10.00	900.00
12-inch Corrugated Metal Pipe	210	lin.ft.	3.75	787.50
Extra for Pipe Under Pavement	100	lin.ft.	3.00	300.00
8-inch Sewer Pipe	230	lin.ft.	2.00	460.00
6-inch Perforated Metal Drain Pipe	1,390	lin.ft.	2.00	2,780.00
Special Backfill in Drains	180	cu.yds.	6.00	1,080.00
1½-inch Electrical Conduit	780	lin.ft.	2.00	1,560.00
1½-inch Galvanized Water Pipe	50	lin.ft.	1.50	75.00
2½-inch Galvanized Water Pipe	330	lin.ft.	2.00	660.00
Concrete Manholes	1	only	350.00	350.00
Concrete Inlets, Type "G"	8	only	95.00	760.00
Concrete Inlets, Type "G-1"	1	only	100.00	100.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Adjustment of Inlets	2	only	30.00	60.00
Concrete Curbs	190	cu.yds.	50.00	9,500.00
Concrete Walks	340	sq.yds.	4.50	1,530.00
Cap and Seal Inlets	1	only	25.00	25.00
Type 1 Fence	34	rods	7.00	238.00
Type 2 Fence	150	rods	8.00	1,200.00
Salvage and Reinstall Guard Rail	660	lin.ft.	2.00	1,320.00
Metal Guard Rail	27,000	lin.ft.	2.50	67,500.00
Metal Median Barrier	17,000	lin.ft.	3.75	63,750.00
Guide Posts, Type W-1	250	only	6.75	1,687.50
Guide Posts, Type Y-2	80	only	7.25	580.00
Guide Posts, Type Y-3	3	only	8.00	24.00
Coarse Crushed Material in Base	115,000	tons	1.25	143,750.00

3/4" - 0 Material in Base	24,600	tons	$ 1.35	$ 33,210.00
Sprinkling	2,600	M-gals.	3.00	7,800.00
Preparation of Base	All	Required		2,000.00
3/4" - 0 Material in Binder Course	820	cu.yds.	3.00	2,460.00
Furnishing and Placing Aggregates	1,030	cu.yds.	3.00	3,090.00
RC-3 Asphalt	130	tons	48.00	6,240.00
120-150	74	tons	46.00	3,404.00
RS-2	28	tons	48.00	1,344.00
Extra for Oiling Approaches	7	only	30.00	210.00
Asphaltic Concrete Mixture	42,100	tons	3.50	147,350.00
Asphalt in Mixture	2,320	tons	36.00	83,520.00
Asphaltic Concrete Traffic Markers, Type L	860	lin.ft.	1.00	860.00
Illumination Installation Revision Complete	All	Required		1,300.00
Removal of Existing Sign Installation	All	Required		200.00
Furnish 8" BP 36# Steel Piling	218	lin.ft.	5.00	1,090.00
Drive Steel Piles	13	only	65.00	845.00
Metal Sign Posts	All	Required		930.00
Metal Sign Supports	All	Required		2,800.00
Wood Sign Posts	All	Required		1,900.00
Type "A" Signs in Place	1,326	sq.ft.	7.50	9,945.00
Type "B" Signs in Place	36	sq.ft.	8.00	288.00
Type "C" & "D" Signs in Place	640	sq.ft.	4.20	2,688.00
Type "E", "F" & "G" Signs in Place	146	sq.ft.	5.00	730.00
Type "J" Signs in Place	37	sq.ft.	9.00	333.00
Type "K" Signs in Place	65	sq.ft.	7.00	455.00
				$638,784.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 7,500.00
Signing (Temporary)	All	Required		500.00
				$ 8,000.00
	Subtotal			$646,784.00
	10% Engr. & Cont.			64,678.00
		Total		$711,462.00

Type Code X021
Tanner Creek Bridge (Br. #2062-B)(Sta. 1698+78.92 to Sta. 1702+66.73)

Remodel Structure and Maintain Traffic	All	Required (67%)		$ 2,000.00
Shoring, Cribbing, Etc.	All	Required (63%)		5,000.00
Structural Excavation	925	cu.yds.	$ 6.00	5,550.00
Structural Excavation Below Elevation Shown	30	cu.yds.	15.00	450.00
Class "A" Concrete (Br.No. 2062-B)(1945 cu.yd. at $70.00)	All	Required		136,150.00
Metal Reinforcement (444,000 lbs. at $0.125)	All	Required (85%)		55,500.00
Metal Railing	All	Required		6,690.00
				$211,340.00

Type Code X223
Bonneville O'xing (Br. #6924-A)(Sta. 1707+39.5 to Sta. 1707+72.5)

Remodel Structures and Maintain Traffic	All Required (33%)		$ 1,000.00
Shoring, Cribbing, etc.	All Required (37%)		3,000.00
Structural Excavation	725 cu.yds.	$ 6.00	4,350.00
Structural Excavation Below Elevation Shown	20 cu.yds.	15.00	300.00
Class "A" Concrete (Br. #6924-A)(344 cu.yds. at $68.00)	All Required		23,392.00
Metal Reinforcement (82,000 lbs. at $0.125)	All Required (15%)		10,250.00
Waterproofing	50 sq.yds.	5.00	250.00
Special Gravel Backfill	20 cu.yds.	5.00	100.00
			$ 42,642.00
	Subtotal		$253,982.00
	10% Engr. & Cont.		25,398.00
	Total		$279,380.00

Length of Roadway - - - - - - - - - - - - 4.729 Miles
Length of 5 Structures- - - - - - - - - - 0.265 Mile
Total Length- - - - - - - - - - - - - - 4.994 Miles
Cost of Roadway Per Mile- - - - - - - - $150,446.60

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 9,000.00	$ 1,000.00
Roadway	711,462.00	654,000.00	57,462.00
Structures	279,380.00	256,000.00	23,380.00
	$1,000,842.00	$919,000.00	$ 81,842.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(22)33

DODSON-BONNEVILLE SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 29, 1961

Type Code P.E.

Preliminary Engineering	All	Required		$ 10,000.00

Type Code 6201
Roadway (Sta. 1472+00 to Sta. 1737+00)

Removal of Concrete and Masonary	All	Required		$ 5,000.00
Drainage Excavation, Unclassified	630	cu.yds.	$ 3.00	1,890.00
General Excavation, Unclassified	11,000	cu.yds.	0.75	8,250.00
Furnishing and Placing Topsoil	3,500	cu.yds.	1.50	5,250.00
18-inch Concrete Pipe	170	lin.ft.	4.50	765.00
24-inch Concrete Pipe	260	lin.ft.	6.00	1,560.00
36-inch Concrete Pipe	90	lin.ft.	10.00	900.00
12-inch Corrugated Metal Pipe	210	lin.ft.	3.75	787.50
Extra For Pipe Under Pavement	100	lin.ft.	3.00	300.00
8-inch Sewer Pipe	230	lin.ft.	2.00	460.00
6-inch Perforated Metal Drain Pipe	1,390	lin.ft.	2.00	2,780.00
Special Backfill in Drains	180	cu.yds.	6.00	1,080.00
1½-inch Electrical Conduit	780	lin.ft.	2.00	1,560.00
1½-inch Galvanized Water Pipe	50	lin.ft.	1.50	75.00
2½-inch Galvanized Water Pipe	330	lin.ft.	2.00	660.00
Concrete Manholes	1	only	350.00	350.00
Concrete Inlets, Type "G"	8	only	95.00	760.00
Concrete Inlets, Type "G-1"	1	only	100.00	100.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Adjustment of Inlets	2	only	30.00	60.00
Concrete Curbs	190	cu.yds.	50.00	9,500.00
Concrete Walks	340	sq.yds.	4.50	1,530.00
Cap and Seal Inlets	1	only	25.00	25.00
Type 1 Fence	34	rods	7.00	238.00
Type 2 Fence	150	rods	8.00	1,200.00
Salvage and Reinstall Guard Rail	660	lin.ft.	2.00	1,320.00
Metal Guard Rail	27,000	lin.ft.	2.50	67,500.00
Metal Median Barrier	17,000	lin.ft.	3.75	63,750.00
Guide Posts, Type W-1	250	only	6.75	1,687.50
Guide Posts, Type Y-2	80	only	7.25	580.00
Guide Posts, Type Y-3	3	only	8.00	24.00
Coarse Crushed Material in Base	115,000	tons	1.25	143,750.00
3/4" - 0 Material in Base	24,600	tons	1.35	33,210.00
Sprinkling	2,600	M-gals.	3.00	7,800.00

Preparation of Base	All	Required		$ 2,000.00
3/4" - 0 Material in Binder Course	820	cu.yds.	$ 3.00	2,460.00
Furnishing and Placing Aggregates	1,030	cu.yds.	3.00	3,090.00
RC-3 Asphalt	130	tons	48.00	6,240.00
120-150 Asphalt	74	tons	46.00	3,404.00
RS-2 Asphalt	28	tons	48.00	1,344.00
Extra for Oiling Approaches	7	only	30.00	210.00
Asphaltic Concrete Mixture	42,100	tons	3.50	147,350.00
Asphalt in Mixture	2,320	tons	36.00	83,520.00
Asphaltic Concrete Traffic Markers, Type L	860	lin.ft.	1.00	860.00
Illumination Installation Revision Complete	All	Required		1,300.00
Removal of Existing Sign Installations	All	Required		200.00
Furnish 8" BP 36# Steel Piling	218	lin.ft.	5.00	1,090.00
Drive Steel Piles	13	only	65.00	845.00
Metal Sign Posts	All	Required		930.00
Metal Sign Supports	All	Required		2,800.00
Wood Sign Posts	All	Required		1,900.00
Type "A" Signs in Place	1,326	sq.ft.	7.50	9,945.00
Type "B" Signs in Place	36	sq.ft.	8.00	288.00
Type "C" & "D" Signs in Place	640	sq.ft.	4.20	2,688.00
Type "E", "F" & "G" Signs in Place	146	sq.ft.	5.00	730.00
Type "J" Signs in Place	37	sq.ft.	9.00	333.00
Type "K" Signs in Place	65	sq.ft.	7.00	455.00
				$638,784.00
Flagging (57½% of Contractor's Cost)	All	Required		$ 7,500.00
Signing (Temporary)	All	Required		500.00
				$ 8,000.00
	Subtotal			$646,784.00
	10% Engr. & Cont.			64,678.00
		Total		$711,462.00

Type Code X021

Tanner Creek Bridge (Br. #2062-B)(Sta. 1698+78.92 to Sta. 1720+66.73)

Remodel Structure and Maintain Traffic	All	Required	(67%)	$ 2,000.00
Shoring, Cribbing, Etc.	All	Required	(63%)	5,000.00
Structural Excavation	925	cu.yds.	$ 6.00	5,550.00
Structural Excavation Below Elevation Shown	30	cu.yds.	15.00	450.00
Class "A" Concrete (Br. #2062-B)(1,945 cu.yds. at $70.00)	All	Required		136,150.00
Metal Reinforcement (444,000 lbs. at $0.125)	All	Required	(85%)	55,500.00
Metal Railing	All	Required		6,690.00
				$211,340.00

Type Code X223
Bonneville O'xing (Br. #6924-A)(Sta. 1707+39.5 to Sta. 1707+72.5)

Remodel Structures and Maintain Traffic	All Required (33%)		$ 1,000.00
Shoring, Cribbing, Etc.	All Required (37%)		3,000.00
Structural Excavation	725 cu.yds.	$ 6.00	4,350.00
Structural Excavation Below Elevation Shown	20 cu.yds.	15.00	300.00
Class "A" Concrete (Br. #6924-A)(344 cu.yds. at $68.00)	All Required		23,392.00
Metal Reinforcement (80,000 lbs. at $0.125)	All Required (15%)		10,000.00
Waterproofing	50 sq.yds.	5.00	250.00
Special Gravel Backfill	20 cu.yds.	5.00	100.00
			$ 42,392.00
	Subtotal		$253,732.00
	10% Engr. & Cont.		25,373.00
	Total		$279,105.00

Length of Roadway - - - - - - - - - - -	4.729 Miles
Length of 5 Structures- - - - - - - - -	0.265 Mile
Total Length- - - - - - - - - - - - - -	4.994 Miles
Cost of Roadway Per Mile- - - - - - - -	$150,446.60

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 9,000.00	$ 1,000.00
Roadway	711,462.00	654,000.00	57,462.00
Structures	279,105.00	256,000.00	23,105.00
	$1,000,567.00	$919,000.00	$ 81,567.00

477 Cottage Street, N.E.
Salem, Oregon - 97301

March 1, 1965

08-35.5

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. C. H. Maison

By:

A. W. Parsons, Division Engineer
Salem, Oregon

L. R. Backlund
Administrative Manager

Union Pacific Railroad Company
Oregon Projects I-80N-2(19) and (22)
Contracts Nos. 5718 and 5950

Reference is made to your letter of January 18, 1965 concerning the audit report on the subject projects.

Concerning Item No. 1, the distribution of costs to be borne by the contractor and costs to be borne by the State, we will accept the resident engineer's determination providing it complies with our memorandum of December 3, 1963.

Any cost borne by the State, should be identified as a separate item of construction engineering by the railroad on the final voucher in considering the 10% limitation.

Regarding Item No. 6, the railroad's explanation indicates that the additional wire was necessary for replacement of wire, caused by blasting operations. Under these circumstances it would appear this should be a cost to be borne by the contractor.

NOTED
LLOYD P. SHAW

Orig to Maison
3-2-65
Copy To Young
3-10-65

9

RECEIVED
FEB 3 - 1964
FOR FILING

5950

January 31, 1964

The Fidelity & Casualty Co. of N.Y.,
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

On November 15, 1963, we wrote to you concerning release of final payment on contract #5950, awarded to Rogers Const. Co., for paving-structures-signing the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $41,482.24 and the total contract amount is $952,724.68, including $9,652.18 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N.Y.,
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Const. Co.,
11760 NE Glisan St.,
Portland 16, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
NOV 15 1963
FOR FILING

5950

November 14, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 16 on Contract No. 5950. The contract was with Rogers Construction Company and was for paving, structures, and signing on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 14, 1963, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

RECEIVED
OCT 16 1963
FOR FILING

Salem, Oregon
October 16, 1963

Mr. F. D. Morgan
Construction Engineer
OFFICE

This is to advise you that work was completed on August 8, 1963, on Contract No. 5950, Dodson-Bonneville Section, in Multnomah County.

We request that your office return a signed copy of this letter indicating acceptance of the contract work, or listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:____________________

Construction Engineer

DBP:jb

RECEIVED
OCT 29 1963
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

October 15, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.4-DA

Oregon Project I-5ON-2(22)33
Dodson - Bonneville Section

Reference is made to Mr. Decker's letter dated October 11, 1963 and Mr. Young's form letter dated August 19, 1963 concerning completion of subject project.

Based on the data furnished in Mr. Decker's letter, we are now able to accept the work performed on contract items.

This letter should not be construed as constituting final acceptance of the project.

NOTED
LLOYD P. SHAW

original To Young
cc Decker
10-29-63

RECEIVED
OCT 16 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5950

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 11, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Project I-80N-2(22)33
Dodson-Bonneville Section
Columbia River Highway

ATTENTION: Mr. Ted Dec

Dear Sir:

Your September 17 Memorandum requested our findings on two matters as mentioned in Mr. Schwiesow's June 28 construction report.

1. Possibility of Work Performed Under Subcontracts not Recorded:

This has been carefully investigated by Mr. Juve, Chief Cost Analyst. It has been determined that no sub rosa subcontracting was done. A copy of Mr. Juve's report is attached.

2. Discolored Sign Panels:

All signs on the project now conform to pertinent specifications. A copy of a report from our Division Traffic Engineer is attached.

We believe this adequately answers the questions raised in your September 17 letter, and request your acceptance of the project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

cc: L. P. Shaw (w/attachs.)
L. H. Young

RECEIVED
OCT 1 [illegible]
[illegible] ENGI

RECEIVED
OCT 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 30M 3-63 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1963

SUBJECT: Subcontracting
Dodson-Bonneville Section
Contract No. 5950

To: Mr. F. D. Morgan
Construction Engineer
BUILDING

ATTENTION: Mr. G. L. Decker

The oiling and paving work performed under this contract was not done by subcontract, sub rosa, or otherwise. All materials used were either manufactured or purchased by the prime contractor and all labor was carried on his payrolls. Part of the equipment used in the work belongs to Rogers Construction Company and the balance was rented from Percy Jellum, Inc., formerly known as Russell Olson Construction Company.

This office has on file one of the asphalt invoices showing that this item was billed to Rogers Construction Company. Also on file is a photostat copy of a Rogers payroll showing that the labor employed on this portion of the work is included therein.

There is also included a letter from Rogers Construction Company stating that Percy Jellum, Inc. was not a subcontractor.

Maurice N. Juve

Maurice N. Juve
Chief Cost Analyst

MNJ:bjm

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Sign Inspection Dodson - Bonneville Section	TO: C.T. Keasey
DATE: Sept 11, 1963	FROM: Bob Conklin

I incpected the signs on the Dodson - Bonneville Section this date and found that the defective sign panals have been replaced. and appear to be in good shape. The two signs in question are the "Fish Hatchery Bonneville Dam" signs for east bound traffic. The bottem panal of sign 1 and all of sign 3 of drawing No. S-166 were replaced.

The "Hood River" fingerboard sign at the Bonneville Interchange, sign No. 12 of drawing No. S-166 has not been installed although the post is inplace.

(This sign has been replaced)

~~cc Bob Heinz~~ CT Keasey

Bob Conklin
(SIGNATURE)

PLEASE REPLY HERE

CC: ____________ ____________ (SIGNATURE) ____________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

RECEIVED
OCT 8 1963

FORM E-30 50M 3-63 49807

FOR FILING

5950

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1963

SUBJECT: Subcontracting
Dodson-Bonneville Section
Contract No. 5950

To:

Mr. R. L. Porter
Deputy State Highway Engineer
OFFICE

Sometime ago you asked me to review a possible subcontract conflict on the above-mentioned project. Attached hereto is a copy of a report received from Mr. Maurice N. Juve, Chief Cost Analyst, regarding this matter.

This report verifies that there was no subcontract between Rogers Construction Company and Russell Olson Construction Company.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
cc Lloyd Shaw

NOTED
R. L. PORTER

RECEIVED
OCT 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr. September 17, 1963
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-2(22)33
Dodson-Bonneville Section
Columbia River Highway

Reference is made to Mr. L. H. Young's letter dated August 19, 1963 advising that work on subject project was completed on August 16, 1963 and requesting our inspection.

Construction Inspection Report No. 9, dated June 28, 1963, copy furnished you, mentions that there was at least a possibility that some work was being performed, or had been performed, under subcontracts not on record.

Also on the date mentioned, and subsequently, some slight discoloration of signs was noted.

The early submission of your findings in these matters will operate to expedite our approval of the contract work.

NOTED
LLOYD P. SHAW

original To Young
9-23-63

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #109

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 14, 1963

Section Dodson - Bonneville

Kind of work Paving, Structures & Signing

Highway Columbia River County Multnomah

Section prefix 626-1063

Contractor Rogers Const. Co.

Contract number 5950

Date of contract 7/28/61, 19

Specified work days 125

Date work started 12/ 4/61, 19

Work days used 120

Project authorization $1,057,170.50

Per cent of time elapsed 96 %

Exclusive of engineering $963,390.34

Estimated cost of completed project, exclusive of engineering $964,293.31

Estimated per cent overrun or underrun . . . . +0.1 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $93,780.16

Engineering cost to date $95,000.00, 101.3 %

Date project was completed Aug. 19, 1963

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

Semi-final estimate submitted to Division Office on ~~XXXXXXX~~ Tuesday.

This report is being prepared and mailed early as office equipment and supplies will be moved and office vacated by Friday.

CONSTRUCTION DIVISION
RECEIVED
SEP 13 1963

NOTED

Signed For M. M. Stump, Res. Eng'r.

Address Troutdale, Ore. By: V. F.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 22 1963
FOR FILING

5950

August 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-supplemental, covering directional signing on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5950 in connection with Federal-Aid Project No. I-80N-2(22)33.

The original order was approved by the BPR January 15, 1962. Additional signing was necessary for the direction and guidance of traffic during construction.

This additional signing was verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:rm
Enc.

RECEIVED
AUG 20 1963

FOR FILING

5952

August 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 16, 1963, on Contract No. 5952, Dodson-Bonneville Section, in Multnomah County, in connection with Federal-Aid Project No. I-80N-2(22)33.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:____________________

Conditions noted on above date:

A. W. Parsons
Division Engineer

LHY:cs
cc: R. S. Cox

RECEIVED
AUG 20 1963
FOR FILING

[illegible]

[illegible]

August 19, 1963

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Ave.
Portland 17, Oregon

Dear Sir:

This is to advise you that work was completed August 16, 1963 on the Dodson-Bonneville Paving, Structures & Signing Section in Multnomah County, State Highway Contract No. 5950.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

L. H. Young
Office Engineer

DBP:rm
cc: C. H. Maison

RECEIVED
AUG 9 - 1963
FOR FILING

5920

CON 003 MIL 63 7-31-63 4:40PM

NOTED
LLOYD P. SHAW

LLOYD SHAW
F D MORGAN

DODSON-BONNEVILLE SECTION OPENED TO FOUR-DANE TRAFFIC 9:45 AM THIS DATE. SOME CONSTRUCTION WORK STILL INPROGRESS SO 70 MPH SPEED IS NOT - REPEAT, NOT - IN EFFECT.)

C T KEARSEY

SHOULD BE FOUR-LANE TRAFFIC

FB:,.-:.

RECEIVED
AUG 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1963

FOR FILING 10-62 46823

I-80N-2(33)33

5950

9

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
June 10, 1963

SUBJECT: Signing
Dodson-Bonneville Section
Contract No. 5950
Columbia River Hwy.

To: Frank D. Morgan
Construction Engineer
BUILDING

The attached plans are for the addition of sign No. 16 "LODGING" at the Warrendale Interchange on the above mentioned contract.

The installation of the additional sign has been approved by Mr. Edwards and has the preliminary approval of the Bureau of Public Roads.

The estimated cost of this revision is $225.00.

Would you have the installation of this sign cared for.

F. B. Crandall
Traffic Engineer

DRA:jv
Attachments
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
JUN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 30 1963

FOR FILING

[illegible]

5950

2

Salem, Oregon
April 29,1963

Increase in Authorization

Mr. R. M. Stump
Resident Engineer
State Highway Department
P. O. Box 346
Troutdale, Oregon

This is to advise you that at its meeting on April 25, 1963, the State Highway Commission approved an increase of $70,262.00 in project authorization on Contract No. 5950, Dodson Bonneville Section of the Columbia River Highway in Multnomah County.

The new authorization for construction is $1,057,170.50. This amount should be used on all future reports.

L. H. Young
Office Engineer

DBP:mb

cc: A. E. Johnson

RECEIVED
APR 18 1963
FOR FILING

April 16, 1963

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on Contract No. 5950, the Dodson-Bonneville paving project on the Columbia River Highway in Multnomah County, is anticipated. This project is under contract to Rogers Construction Company of Portland.

The original project authorization was $986,908.50. The present estimate of cost is $1,057,170.50, indicating an overrun of $70,262, or 7.12 per cent. The reasons for the overrun are:

(1) Overrun of bid quantities of crushed rock base materials. This overrun was due to the need of additional crushed rock for leveling of old pavement surfaces and settlements and obtaining a higher degree of compaction than had originally been anticipated.

2. Considerable corrective work was required on a slide area at Bonneville Interchange. This work was not anticipated.

3. The engineering cost has overrun due to the fact that the job has been under way for about two years, including two winter shutdowns.

This request for an additional authorization will be presented to you at the April 25 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

CHB:fp fn

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
A. E. Johnson

FORM E-30 50M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1963

SUBJECT: Overrun of Project Authorization
Dodson-Bonneville Section
Columbia River Highway
Contract No. 5950

To:

Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Attached is a Report on Expected Overrun of Project Authorization on the above-named paving project which is under contract to Rogers Construction Company of Portland. The original project authorization was $986,908.50. The present anticipated cost is $1,057,170.50, indicating an overrun of $70,262.00 or 7.12 per cent. The major reasons for the overrun are:

1. Overrun of bid quantities of crushed base material. There are three reasons for this overrun~~; the material had a higher unit weight due to the presence of water left from the washing operation, very good compaction was obtained by use of a vibratory compactor,~~ and the original quantity computations did not allow enough for leveling up the existing pavement where widening is being done. The grading equipment on the previous contract warped the surface to the extent that leveling with crushed material was necessary in many locations.

2. Considerable work was done on the slide at Bonneville. This work was started on the grading project (Contract No. 5718) and continued under the paving job. This work amounted to about $10,000.

3. The engineering on the project overran due to the length of time the job has been under contract. The contract was let in July, 1961, and has been shut down through two winters.

This expected overrun has been discussed with Mr. Schwiesow of the Bureau of Public Roads, who is familiar with the reasons for the overruns. Formal approval by the Bureau of Public Roads at this stage of the project is not required. Your approval of this expected overrun is requested. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

CHB:fp
Attach.
cc L. H. Young

RECEIVED
MAY 6 1963

REGON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name Dodson-Bonneville Section Date April 3, 1963
Highway Columbia River Contract No. 5950
County Multnomah Kind of Work Paving Structs., Signing Contractor Rogers Cons't. Co.

	Quantity	Unit Price	Amount	
Contract Amount				$ 869,252.00
~~Expected over-runs and under~~-runs in contract items:				
Major items, itemized:				
(See attached sheet #1)			$ 57,069.80	
Minor items, unitemized algebraic total (See sheet #2)			2,149.65	
Subtotal				$ 59,219.45
Approved work orders (Price, extra work and state force orders) (See sheet ~~2~~ #3)				$ 24,914.76

	Amount	
Expected over-runs and under-runs in work orders:		
Major items, itemized:		
(See sheet #~~1~~ 3)	$ -3,268.00	
Minor items, unitemized algebraic total	-2.29	
Subtotal		$ -3,270.29
Authorization for engineering		$ 70,180.16
Expected over-run [illegible] of engineering authorization		$ 23,600.00
Costs not included above (explain)		$
Allowance for future contingencies (4 % of work remaining)		$ 13,275.00
Credits to come from transfers and deductions		$
Present estimate of project cost		$ 1,057,170.68

Brief Statement of principal causes of over-run: Surfacing & paving quantities underestimated on original authorization.

Delay of grading contract completion resulted in this contract carrying over through an additional winter.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 986,908.50	
Present estimate of project cost	$ 1,057,170.68	
Expected over-run (Amount)	$ 70,262.68	
Expected over-run (per cent)	7.12	

Space to right of this line is for use of Salem office.

Submitted by: M.M. Stump Resident Engineer

Noted by: Asst Construction or Bridge Engineer

Confirmed by: Division Engineer

Noted by: ~~Deputy or~~ Assistant State Highway Engineer

State Printing 86719

-Sheet #1-

MAJOR CONTRACT ITEMS

EXPECTED OVERRUNS & UNDERRUNS

Item No.	Item	Quantity	Unit	Unit Price	Amount
2.	Drainage Excavation	+432	Cu. Yd.	$ 4.00	$ +1,728.00
3.	General Excavation	-3,050	Cu. Yd.	.80	-2,440.00
5.	18" Concrete Pipe	+408	L. Ft.	4.00	+1,632.00
11.	6" Perf. Metal Dr. Pipe Uncoated	+1,010	L. Ft.	1.50	+1,515.00
12.	Special Backfill in Drains	+170	Cu. Yd.	6.00	+1,020.00
27.	Metal Guard Rail	+1,150	L. Ft.	2.40	+2,760.00
28.	Metal Median Barrier	-500	L. Ft.	3.60	-1,800.00
32.	Coarse Crushed Mat'r. in Base	+30,000	Ton	1.20	+36,000.00
33.	3/4-0 Material in Base	+4,900	Ton	1.20	+5,880.00
36.	3/4-0 Material in Binder	+380	Cu. Yd.	3.00	+1,140.00
38.	RC-3 Asphalt	+51.62	Ton	40.00	+2,064.80
42.	Asphaltic Concrete Mixture	+2,000	Ton	3.30	+6,600.00
43.	Asphalt in Mixture	+110	Ton	27.00	+2,970.00
48.	Structural Excavation	-200	Cu. Yd.	10.00	-2,000.00
	TOTAL -				$ +57,069.80

-Sheet #2-

Minor Contract Items

Expected Overruns & Underruns

Item No.	Item	Quantity	Unit	Unit Price	Amount
6.	24" Concrete Pipe	+92	Lin. Ft. ~~[illegible]~~	$ 6.00	$ +552.00
9.	Extra for Pipe Under Pavement	+20	Lin. Ft.	5.00	+100.00
10.	8" Sewer Pipe	+82	Lin. Ft.	1.00	+ 82.00
13.	1½" Electrical Conduit	-93	Lin. Ft.	1.50	-139.50
14.	1½" Galv. Water Pipe	-13	Lin. Ft.	1.50	- 19.50
15.	2½" Galv. Water Pipe	-36	Lin. Ft.	2.00	- 72.00
17.	Concrete Inlets, Type G	-2	Each	100.00	-200.00
18.	Concrete Inlets, Type G-1	+5	Each	100.00	+500.00
19.	Concrete Inlets, Type D	+1	Each	100.00	+100.00
21.	Concrete Curbs	+5.81	Cu. Yd.	45.00	+261.45
22.	Concrete Walks	+25.89	Sq. Yd.	5.00	+129.45
24.	Type I Fence	+34	Rod	8.00	+272.00
26.	Salv. & Reinstall Guard Rail	-272.5	Lin. Ft.	1.30	-354.25
37.	Furnishing & Placing Aggregs.	+55	Cu. Yd.	4.00	+220.00
39.	120-150 Asphalt	+4	Ton	37.00	+148.00
49.	Struct. Exc. below Elev. Shown	+25	Cu. Yd.	20.00	+500.00
55.	Special Gravel Backfill	+25	Cu. Yd.	6.00	+150.00
58.	Drive Steel Piles	-1	Each	80.00	- 80.00
	TOTAL -			$	+2,149.65

-Sheet #3-

APPROVED WORK ORDERS

E.W.O. #1	Flagging		$ 7,500.00
E.W.O. #2	Signing		500.00
E.W.O. #3	Move & Reset Mail Boxes		100.00
E.W.O. #4	Inst. Salv. 6" Water Valve		200.00
E.W.O. #5	Remove & Reinstall Fence		100.00
E.W.O. #6	Slide Removal		3,000.00
E.W.O. #7	Access Gate Relocation		250.00
E.W.O. #8	Sign Legend Revision		200.00
		Subtotal	$ 11,850.00

P.A. #4	Exc., Load, Haul & Place Borrow Material		$ 3,000.00
P.A. #5	Install Guard Rail from Salv.		2,200.00
P.A. #8	Adjustment in Price, RC-800 to RC-250		-35.74
		Subtotal	$ 5,164.26

S.F.O. #1	Relocate Power Pole		$ 300.00
S.F.O. #2	Install Horiz. Drains in Slide Area		7,600.00
S.F.O. #3			
		Subtotal	$ 7,900.00

GRAND TOTAL	$+24,914.26

EXPECTED OVERRUNS & UNDERRUNS

E.W.O. #1	Flagging		$ -2,000.00
E.W.O.#2	Signing		+1,250.00
E.W.O. #4	Inst. Salv. 6" Water Valve		+ 12.30
E.W.O. #5	Remove & Reinstall Fence		+ 11.07
E.W.O. #8	Sign Legend Revision		+ 2.60
P.A. #4	Exc., Haul, load & Place Borrow Material		-1,528.00
P.A. #5	Salv. & Reinst. Guard Rail		- 990.00
S.F.O. #1	Relocate Power Pole		- 28.26
		Total	$ -3,270.29

RECEIVED
FEB 15 1963

FOR FILING
I-80N-2(22)33
5991

477 Cottage Street N.E.
Salem, Oregon

February 12, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-2(22)33
Dodson-Bonneville Section, Columbia River Highway
Installation of Horizontal Drains
State Force Work Order No. 2

Reference is made to your letter dated February 8, 1963 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and thereby prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Preliminary verbal approval was extended on January 29, 1963.

NOTED
LLOYD P. SHAW

original To Young - attachments
2-15-63

RECEIVED
FEB 8 - 1963
FOR FILING

February 8, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 234, covering horizontal drains on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5950, in connection with Federal-Aid Project No. I-80N-2(22)33.

This work is necessary to control slides on this project. The work is to be done by State forces as the contractor is not equipped to do the work. The State crews have been drilling and placing horizontal drains in this slide area under Contract No. 5718, which is in the process of being finalled. More detailed explanation is included in the attached copies of our Assistant Division Engineer's letter. The Progress Report noted in paragraph 5 of this letter is also attached for your information.

The total estimated amount of this Order is $7,600 with Federal participation of $6,840.

Your approval of this Order under the provisions of PPM 21-6.3 as of this date in order to continue the work with the minimum delay is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
JAN 3 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5951 —

January 2, 1963

Mr. Floyd J. Gould, Director
Accounting Division and Data Processing
Secretary of State
3 State Capitol
Salem, Oregon

NOTED
R. L. PORTER

Dear Mr. Gould:

Will you please cancel the enclosed warrant No. 41603 in favor of Rogers Construction Company in the amount of $31,671.52. This was written to cover our voucher No. 33271 for estimate No. 12, our contract No. 5950.

A change was made of Resident Engineers on this project and the new Engineer failed to include construction materials on hand which had been included in the previous estimate. This resulted in a deduction of materials previously paid for and an under payment of something over $30,000. The contractor has requested a correction to accurately reflect the amount due on estimate No. 12. We will make the correction upon receipt of a corrected statement from the Resident Engineer.

Please acknowledge receipt of this request by returning a copy of this letter.

Very truly yours,

C. H. Maison
Auditor

By: D B Taylor
D. B. Taylor
Assistant Auditor

DBT:jc

cc: R. L. Porter ✓
L. H. Young
A. E. Johnson
M. M. Stump
J. G. Herr
Rogers Construction Company
11760 N. E. Glisan
Portland, Oregon

RECEIVED
JAN 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 20, OREGON

[illegible] to Division
1-2-63

REGISTERED-RETURN RECEIPT

December 29, 1962

Department of Highways
State Highway Building
Salem, Oregon

Re: Dodson-Bonneville Section
Columbia River Highway
Contract No. 5950 - Our No. 125

Gentlemen:

Enclosed is our copy of Estimate #12 on the above captioned project together with your check in the amount of $31,671.52.

In reviewing Estimate #11 on this contract, we find we were allowed for materials on hand: Item #703, 41,000 tons AC Aggregate @ $1.00 per ton or $41,000.00; Item #704, 840 cu.yds. Oil Aggregate @ $2.00 per ton or $1,680.00.

On Estimate #12, we were paid for 9,900 tons of Asphaltic Concrete Mixture, Item #042, which would have been a credit against #703. No Oil Aggregate was used so there would be no credit against #704, however, we were not paid for any material on hand, Items #703 and #704.

We were not paid for Force Account work in the amount of $380.36.

We feel that we are entitled to an additional amount of $33,160.36 on this estimate, computed as follows:

Estimate #11, Item #703	41,000	Tons @ $1.00	$41,000.00
Less tons used Estimate #12	9,900		9,900.00
	31,100		31,100.00
Estimate #11, Item #704	840	Cu.Yds.@ $2.00	1,680.00
Force Account			380.36
Additional Amount to be Paid			$33,160.36

May we have your check covering a corrected estimate in the amount

State Hwy Check #41603 for $31,671.52
to Acctg Div. 1-2-63
F.G.

of $64,831.88.

Very truly yours,

ROGERS CONSTRUCTION CO.

Jack E Copeland

Jack E. Copeland

JEC:ec

Enclosures

RECEIVED
JAN 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 28 1962
FORM E-30X—90M—9-62 43909

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1962

SUBJECT: Subcontracts
Dodson-Bonneville Section
Contract No. 5950

To: Mr. F. D. Morgan
Construction Engineer
OFFICE

ATTN: Mr. G. L. Decker

Rogers Construction Company has been contacted regarding the status of the work performed by other than the prime contractor on the subject project.

The McWaters Construction Company has an approved subcontract for the installation of guardrail, median barrier, and fence.

The Goldie Gentle Concrete Construction Company is installing the concrete curbs, sidewalks and catch inlets; however, all the labor is being carried on the prime contractor's payrolls and the materials are from a commercial source, so a subcontract is not indicated.

The equipment used by the Russell Olson Construction Company in performing the oiling and paving under this contract is owned by the prime contractor, the labor involved is carried on the prime contractor's payrolls and the materials are either manufactured or purchased by Rogers Construction Company, so these operations do not constitute a subcontract.

This office has on file one of the asphalt invoices showing that this item was billed to Rogers Construction Company. Also, a photostat of one of the prime contractor's payrolls showing that the labor on both the Goldie Gentle and Russell Olson portions of the work is included therein.

The contractor was most cooperative in furnishing this data.

Maurice

Maurice N. Juve
Chief Cost Analyst

MNJ:bjh

RECEIVED
NOV 2[illegible] 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 8 1962
FOR FILING

9

November 7, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering access gates to utility access roads on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5950, in connection with Federal-Aid Project No. I-80N-2(22)33.

It is necessary to relocate power line access gates which are located too close to shoulder to allow utility vehicles clearance from shoulder while stopped to open gates. The existing location of gates was approved on a previous project.

This work was verbally recommended for approval by the BPR Area Engineer November 1, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
NOV 2 1962

FOR FILING

November 1, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your information are copies of Order for Extra Work No. 8 covering rearrangement of sign legends on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5950, in connection with Federal-Aid Project No. I-80N-2(22)33.

The specified order of "Bonneville Dam" over "Fish Hatchery" on signs 1, 3 and 4 at Bonneville Interchange have been determined to be confusing to the travelling public regarding the location of the Bonneville Dam Access. Interpretation of the signs has been for one location rather than two. Also involved is a Type K sign to be revised by the contractor without extra reimbursement.

The revision of legend has been verbally approved by the BPR District Engineer, without Federal participation of cost. Your approval on this basis as of October 24, 1962, when this order was checked with the BPR and the Field requested to proceed is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
T 30 1962
FOR FI

FORM E-30 50M 11-58 15890

5150

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1962

SUBJECT: Asphaltic Concrete Material
Dodson-Bonneville Project
Prefix 626-1063

To:
C. T. Keasey
Resident Engineer
Box 625
Troutdale, Oregon

Twenty-nine samples of asphaltic concrete aggregate proposed for use on subject project have been received and tested in the laboratory. Test results on seventeen of the twenty-nine do not fully meet gradation specifications. The averages of all samples are well within specifications, however, and a job mix has been formulated which will provide the desired characteristics of good quality asphaltic concrete.

In order to prevent overloading the paving plant screens due to the wide variation in the aggregate gradation, and in order to maintain a constant gradation of the seperate plant bin sizes, the volume of aggregate passing over the screens must be reduced below the rated capacity of the plant. Analysis of the test results indicates that a reduction of approximately 10% in volume passing over the screens will result in an efficient screening process sufficient to meet the specification tolerances in the final product.

The produced material therefore is considered satisfactory for use provided the production rate does not exceed 225 tons per hour for the Barber Greene 848 B plant subject to further reduction if a uniform product within specification tolerances is not obtained, and further provided provision is made for removal of probable excess dust passing #200. The production rate concerned is the actual rate and not a daily average.

OAWhite
O. A. WHITE
Ass't. Engineer of Materials

NOTED
TOM EDWARDS

OAW:arn

c.c. F. D. Morgan
A. E. Johnson
Rogers Const. Co.
Tom Edwards

RECEIVED
OCT 30 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 16 1962
FOR FILING

5950

October 16, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering slide removal on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5950, in connection with Federal-Aid Project No. I-80N-2(22)33.

Slides have occurred in the Bonneville area which are interfering with the drainage. Cleanup of material, sloughing from the slopes, is also necessary.

This work was verbally recommended for approval by the BPR Area Engineer October 8, 1962, and the field authorized to proceed. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
OCT 4 1962

FOR FILING
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 2, 1962

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-2(22)33
Dodson-Bonneville Section - Paving

Reference is made to Mr. Klaboe's letter dated September 28, 1962 concerning a change in plans to provide a bituminous binder course on the A, B, AF, X, and BD frontage roads at bid prices.

It is understood that the work will be performed this season if and when suitable weather conditions obtain. Verbal approval was extended on September 28, 1962. It is also understood a copy of the covering change order will be furnished this office to complete our records.

original To Morgan
Copy To Young
10-3-62

NOTED
R. L. PORTER

RECEIVED
OCT 1 1962
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
[illegible]

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Dodson-Bonneville Section
Project: I-80N-2(22)33

ATTENTION: W. H. Schwiesow

Dear Sir:

It is requested that the Bureau of Public Roads approve a change in plans on this project. The A, B, AF, X, and BD frontage road lines are to be constructed with an 0-11 oil mat surface. The lateness of the season makes it inadvisable to construct this oil mat. Nevertheless, the lines will be under traffic for the entire winter and some sort of surface treatment is indicated.

While the plans do not call for a binder course on these lines, we believe that one should be placed to carry us through the coming winter. It is estimated that it will take approximately 38 tons of oil and 300 cubic yards of aggregate to perform this work for a total cost, at bid prices, of $2,420.00.

All work will be done in suitable oiling weather. May we have your immediate approval to perform this work at the earliest date possible.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
cc: R. L. Porter ✓
L. H. Young
A. E. Johnson

RECEIVED
SEP 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1962
FOR FILING

FORM CD-[illegible] ([illegible])
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

[illegible]
3450

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

DATE: September 24, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-2(22)33
Bonneville Interchange signing

The change in the signing plans for the subject project as requested in Mr. Edwards' letter, dated September 20, is hereby approved. This change complies with the requirements for signing as set forth in the AASHO Manual for Signing and Pavement Marking on Interstate Highways, 1961 Edition.

Our participation will be limited to the costs as determined by the bid prices for the signs as indicated on the contract plans.

Noted Edwards

Copy to [illegible] [illegible] 9-26-62
pw

RECEIVED
SEP 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1962
FOR FILING

[illegible]

5950

September 20, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

This letter is to request approval for a plans change involving the signing at the Bonneville Interchange located in the Dodson-Bonneville Section of Interstate Route 80 North (Project No. I-80N-2 (22) 33).

This plans change involves the reversal of the sign legends shown on Signs No. 1, 3, 4, and 18, and indicated on Drawing No. 3166 on the project plans. We are proposing that the message on the plans be reversed so that "FISH HATCHERY" appears at the top of the signs and "BONNEVILLE DAM" appears as the second destination on the signs.

Your early attention to this request for approval of this plans change will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
A. E. Johnson

LEG:sm jw

NOTED
TOM EDWARDS

FORM [illegible]

5950

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Troutdale, Oregon
Sept. 12, 1962

SUBJECT: Dodson-Bonneville Section
Columbia River Highway
Contract 5950 Pref. 626-1063

To:

A. E. Johnson
Division Engineer

Att'n: E. S. Hunter, Ass't Div. Engr.

Reference is made to the bill submitted by the Union Pacific Railroad for repairs to the 6-in. water line crossing the highway at Station L_c1708+80, which was damaged on July 26 by the contractors equipment.

This bill was presented to Mr. Toolson, representing the contractor, on Monday, Sept 10. Mr. Toolson stated that he did not believe this to be a proper bill and that he intended to protest payment, since all the repair work was done by the contractors personnel except for opening an air relief valve for a few minutes after repairs were completed.

I advised Mr. Toolson that final payment on the contract could be withheld until all bills, including this one, had been paid or otherwise settled.

C. T. Keasey

C. T. Keasey
Resident Engineer

NOTED
FLOYD QUERY

CONSTRUCTION DIVISION
RECEIVED
SEP 17 1962
NOTED ☑ CE ☑ ACE ☑ RCE ☐ ☐ COE

Send copy to Query
WBK.

RECEIVED
1962
FOR FILING

-2(22)33

5950

FORM

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 2, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Damage to Tanner Creek Structure
Dodson-Bonneville Section
Columbia River Highway
Projects I-80N-2(19)33 and I-80N-2(22)33

Dear Mr. Parsons:

Attached are two copies of a letter of agreement between the grading contractor (Project I-80N-2(19)33) and the paving contractor (Project I-80N-2(22)33), which establishes a transfer of the obligation for patching the damage to the Tanner Creek Structure. This agreement has been approved by our Division Engineer and the Construction Engineer.

Your approval is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By
Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachments

cc: R. L. Porter ✓

AUG 3 1962

RECEIVED
JUN 28 1962
FOR FILING

5950

June 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the reinstallation of a 6-inch water valve on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5950, in connection with Federal-Aid Project No. I-80N-2(22)33.

The UPRR officials have requested that the salvaged 6-inch water valve left of Station "WD" 1710+15 be reinstalled. This valve is also used to drain the 6-inch pipe and it will be necessary to reconnect the drain pipe.

This work has been verbally recommended for approval by BPR Area Engineer.

This work order will supersede and cancel EWO #10 on contract No. 5718.

Extra copy has been made as Mr. Schwoeser requested. A copy of our Resident Engineer's letter containing further explanation is attached.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
MAY 31 1962

FOR FILING

9

11-61—40231

5950

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1962

SUBJECT: Splices in Type "K" Signs
Dodson-Bonneville Section
Columbia River Highway
Contract No. 5950

To Mr. A. E. Johnson
Division Engineer
State Highway Department
P.O. Box 4699, Sellwood Station
Portland 2, Oregon

Attached are three copies of a letter from Mr. Crandall of our Traffic Engineering Division, which recommends that a splice be allowed in the type "K" sign on this project. This recommendation is concurred in by this office and the Bureau of Public Roads.

Please distribute one copy of Mr. Crandall's letter to the Resident Engineer and one to the contractor.

F. D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

CHB:bjh
attachments

cc: R. L. Porter ✓
C. G. Polk
F. B. Crandall

RECEIVED
MAY 29 1962
[illegible]
[illegible] ENGINEER

NOTED
R. L PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 25, 1962

SUBJECT: Type "K" Signs
Powers Junction-Sugarloaf Mountain Section
Contract No. 5988

Dodson-Bonneville Section
Contract No. 5950

West Salem Section
Contract No. 6046

To.

F. D. Morgan
Construction Engineer
BUILDING

Due to the limitation of sizes available in green acrylic plywood, the following recommendations are given with regard to splicing Type "K" signs:

> Powers Junction-Sugarloaf Mountain (sign 10'-6" x 5'-6")
> Contrary to paragraph one, page 55 of the Special Provisions, Sign No. 1 shown on Drawing S170-R may have one horizontal splice. A suitable splice plate shall be scabbed to the back of the sign assuring that the joint is flush and that no light shall show through the splice.
>
> Dodson-Bonneville (sign 13'-0" x 5'-0")
> Contrary to paragraph one under "Plywood Signs", page 83 of the Special Provisions, Sign No. 18 shown on Drawing S166 may have a vertical splice at the center of the sign.
>
> West Salem (sign 10'-6" x 9'-0")
> Instructions for splicing Sign No. 1 shown on Drawing S198 are given in paragraph two under "Plywood Signs" on page 125 of the Special Provisions.

Will you please furnish this information to the resident engineer and the contractor.

F B Crandall
F. B. Crandall
Traffic Engineer

MJD:mgm
Attachment

CONSTRUCTION DIVISION
RECEIVED
MAY 28 1962

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 25, 1962

SUBJECT: Type "K" Signs
Powers Junction-Sugarloaf Mountain Section
Contract No. 5988

Dodson-Bonneville Section
Contract No. 5950

West Salem Section
Contract No. 6046

To.

F. D. Morgan
Construction Engineer
BUILDING

Due to the limitation of sizes available in green acrylic plywood, the following recommendations are given with regard to splicing Type "K" signs:

Powers Junction-Sugarloaf Mountain (sign 10'-6" x 5'-6")
Contrary to paragraph one, page 55 of the Special Provisions, Sign No. 1 shown on Drawing S170-R may have one horizontal splice. A suitable splice plate shall be scabbed to the back of the sign assuring that the joint is flush and that no light shall show through the splice.

Dodson-Bonneville (sign 13'-0" x 5'-0")
Contrary to paragraph one under "Plywood Signs", page 83 of the Special Provisions, Sign No. 18 shown on Drawing S166 may have a vertical splice at the center of the sign.

West Salem (sign 10'-6" x 9'-0")
Instructions for splicing Sign No. 1 shown on Drawing S198 are given in paragraph two under "Plywood Signs" on page 125 of the Special Provisions.

Will you please furnish this information to the resident engineer and the contractor.

F B Crandall

F. B. Crandall
Traffic Engineer

MJD:mgm
Attachment

CONSTRUCTION DIVISION
RECEIVED
MAY 28 1962

RECEIVED

FORM K-90X 50M 7-60 29396

FOR FILE

415

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
March 5, 1962

SUBJECT: Porcelain Enamel Quality Tests
Dodson-Bonneville Section
Paving Structures and Signing Project
Contract No. 5950

To:

A. E. Johnson
Division Engineer
Portland

As you know, we are currently installing porcelain enamel highway signs (Type 'A' signs) under special provisions designed as an end product type of specification. As such, we do not require any testing procedure to determine the quality of the porcelain enamel. However, we are conducting standard Porcelain Enamel Institute tests for the determination of quality.

Results of recent tests made by our Materials Division on porcelain enamel sign panels intended for usage on the above mentioned project, do indicate that there is a possibility of future failure of the porcelain enamel. This, of course, would result in the State invoking the Guarantee Clause, listed on page 90 of the special provisions for this project.

This letter is intended entirely for informational purposes and for whatever action you might deem necessary. Through carbon copies of this letter, we are advising the interested parties who, it is assumed, will not take any action unless so instructed by your office. This last statement is made, based on the fact that we cannot reject the material under the current specifications as being faulty.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

LeGinge
cc: Tom Edwards
F. D. Morgan
G. W. Marra
Ed Rief
C. T. Kenney

NOTED
TOM EDWARDS

RECEIVED
MAR 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1962
FOR FILING

5950

January 11,1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5950, in connection with Federal Aid Project No. I-80N-2(22)33.

This work is necessary for the direction and guidance of traffic and is in accordance with the special provisions of the contract.

Equipment rental rates will be in accordance with the agreement between the State and Associated General Contractors. Contractors percentage allowance will be in accordance with the provisions of this contract.

This work has been verbally approved by the Bureau of Public Roads District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

CN:mmb

RECEIVED
JAN 12 1962
FOR FILING

5950

January 11, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the state's participation in flagging costs on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5950, in connection with Federal Aid Project No. I-80N-2(22)33.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
CN:mmb

RECEIVED
DEC 7 1961
FOR FILING

[illegible]

5750

Salem, Oregon
December 7, 1961

Eligibility Date, R.R. Work
Dodson-Bonneville Section
Multnomah County
Project No. I-80N-2(22)33

Mr. A. E. Johnson
Division Engineer

The P.S. & E. documents for the subject project were approved by the Bureau of Public Roads July 5, 1961. This date is thereby established as the eligibility date for participation in work done by the U.P. Railroad on the project.

L. H. Young
Office Engineer

DBP:jb

cc: C. T. Heaney
Tom Edwards
C. H. Emison
Bureau of Public Roads

RECEIVED
[illegible] 21 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible] 59

595

November 17, 1961

Mr. J. F. Stillwell
Traffic Safety Supply Co.
2324 SE Umatilla Street
Portland 2, Oregon

Dear Mr. Stillwell:

There are attached samples of green and blue porcelain enamel submitted by you with your letter of September 29. These samples represent the porcelain to be used on signs for the Dodson-Bonneville Project, Contract No. 5950.

These samples are approved as to color for use on this project.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

Attachments
VPJ:pk
bc: G. S. Paxson
Tom Edwards

RECEIVED
[illegible] 1961
STATE [illegible] ENGINEER

RECEIVED
FORM E-123-X 50M 6-59
NOV 1 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-[illegible]-2(--)32

5950

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 30, 1961

Ms. E. Reznick
Traffic Safety Supply Co.
2324 S. E. Umatilla Street
Portland 2, Oregon

Dear Madam:

Attached is a copy of the job drawings for signing the Dodson-Bonneville Section on the Columbia River Highway, Contract No. 5950. These signs have been approved as noted.

It is requested that in the future an effort be made to more accurately determine word lengths and legend spacing.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

For F. B. Crandall
Traffic Engineer

Attachment
JKA:sm
bc: G. S. Paxson
A. E. Johnson
C. T. Keasey

RECEIVED
OCT 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 14 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 12, 1961

SUBJECT: Dodson-Bonneville Section

To:
MEMO TO THE FILES

Assistant Division Engineer Ed Hunter called September 11, 1961 and requested approval of a plan change on this project as described below:

At Station 1598+28 an existing 60-inch C.M.P. is to be extended southerly. The inlet end of this pipe is located in a localized hole 40 feet below grade created as a result of a disposal of excess material in the area. This hole is situated approximately northerly of the Yeon quarry area. In order to improve the characteristics of the installation, it is proposed to place a 7x7x9' high spring box around the inlet end of the pipe. Said spring box will be constructed having 4-inch square holes on foot centers on three sides. A 31-foot high manhole will then be constructed from the top of the spring box to the elevation of the surrounding ground. Said installation will be completely backfilled with good pervious material allowing free drainage.

The contractor has been approached regarding this change and has agreed to do all the work with the exception of the backfill for a lump sum price of $1,850. Our Cost Analysis people have analyzed this and state that it is a good price. The amount of backfill necessary is approximately 10,000 cubic yards. It will be secured from excess material located at Station 1565. The material at Station 1565 is planned to be hauled approximately 9,000 feet so the overall savings on the haul on this 10,000 cubic yards amounts to about $1,700. Please note that the $1,700 in effect reduces the cost of the installation proposed to $150. For this $150 total cost we achieve a safer installation at Station 1598+28 from a standpoint of the traveling public and from the standpoint of the maintenance operation. As an added benefit, the area filled will contribute materially to the value of the Yeon quarry area as a future area for the production of maintenance aggregates.

The Bureau of Public Roads has expressed their tentative approval of this plan change and the contractor will execute with us a Price Agreement to cover all avenues.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp
cc Forrest Cooper
Ivan Merchant
A. E. Johnson
Bureau of Public Roads
Attn: W. H. Schwiesow

RECEIVED
SEP 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 11 1961
FORM E-30X 50M 2-60 26119
FOR FILING
175

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1961

SUBJECT: Dodson-Bonneville Section

To:

MEMO TO THE FILES

Assistant Division Engineer Ed Hunter called September 11, 1961 and proposed several changes in the haul pattern on this project. Between Station 1560 and 1570 there is approximately 50,000 cubic yards of excavation material which is planned to be placed in the Moffet Creek fill near Station 1651. Instead of hauling this material to the Moffet Creek fill, it is now desired to waste it on the north side of the highway between Station 1496 and 1531. This waste operation will be accomplished by flattening the existing 2:1 slopes to a 3 or 4:1 slope. The shoulder will not be widened and there is adequate room to accomplish this purpose within the existing right of way line.

The Tanner Creek cut at approximate Station 1695 has an excess of 111,000 cubic yards which is planned to be disposed of in a waste area. A like amount of this material as that amount wasted between Stations 1496 and 1531 (50,000 cubic yards ±) will be taken to the Moffet Creek fill in order to make up the shortage created by the change in balance point. This maneuver will accomplish two purposes. We will reduce the cost of the haul on the project approximately $8,000. We will also make available for the Moffet Creek fill superior material to that planned.

The contractor is agreeable to this change in haul pattern and we will execute a Price Agreement to cover the same. The Bureau of Public Roads has given their approval of the change.

Tom Edwards
Construction Engineer

By
Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp
cc Forrest Cooper
Ivan Merchant
A. E. Johnson
Bureau of Public Roads
Attn. W. H. Schwiesow

NOTED
FORREST COOPER

RECEIVED
SEP 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM 2-128
AUG 25 1961
FOR FILING

5950

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 25, 1961

Rogers Const. Co.,
11760 NE Glisan St.,
Portland 16,
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5950, awarded July 28, 1961, for paving-structures-signing the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
Wasco
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL 21 1961
FOR FILING
[illegible]

July 20, 1961

TO PROSPECTIVE BIDDERS ON THE
DODSON-BONNEVILLE PAVING,
STRUCTURE AND SIGNING PROJECT

Gentlemen:

Revision Letter No. 3

This letter is to advise you of a change in the special provisions and plans for the above-named project, bids for which are to be received in Salem on July 27, 1961.

On Page 58 of the special provisions under the main heading "Reinforcement" and subheading "Article 2.5.11 - 'Measurement' (Rev. 12-58)" the estimated pounds of metal reinforcing for the Bonneville Overcrossing (Br. No. 6924-A) has been increased to 82,000 pounds.

We are enclosing herewith revised prints of Bridge Drawing Nos. 16823, 16824, 16825 and 16826 for the Bonneville Overcrossing, with corrections as noted thereon. Please destroy the original sheets bearing the above numbers and substitute the revised prints.

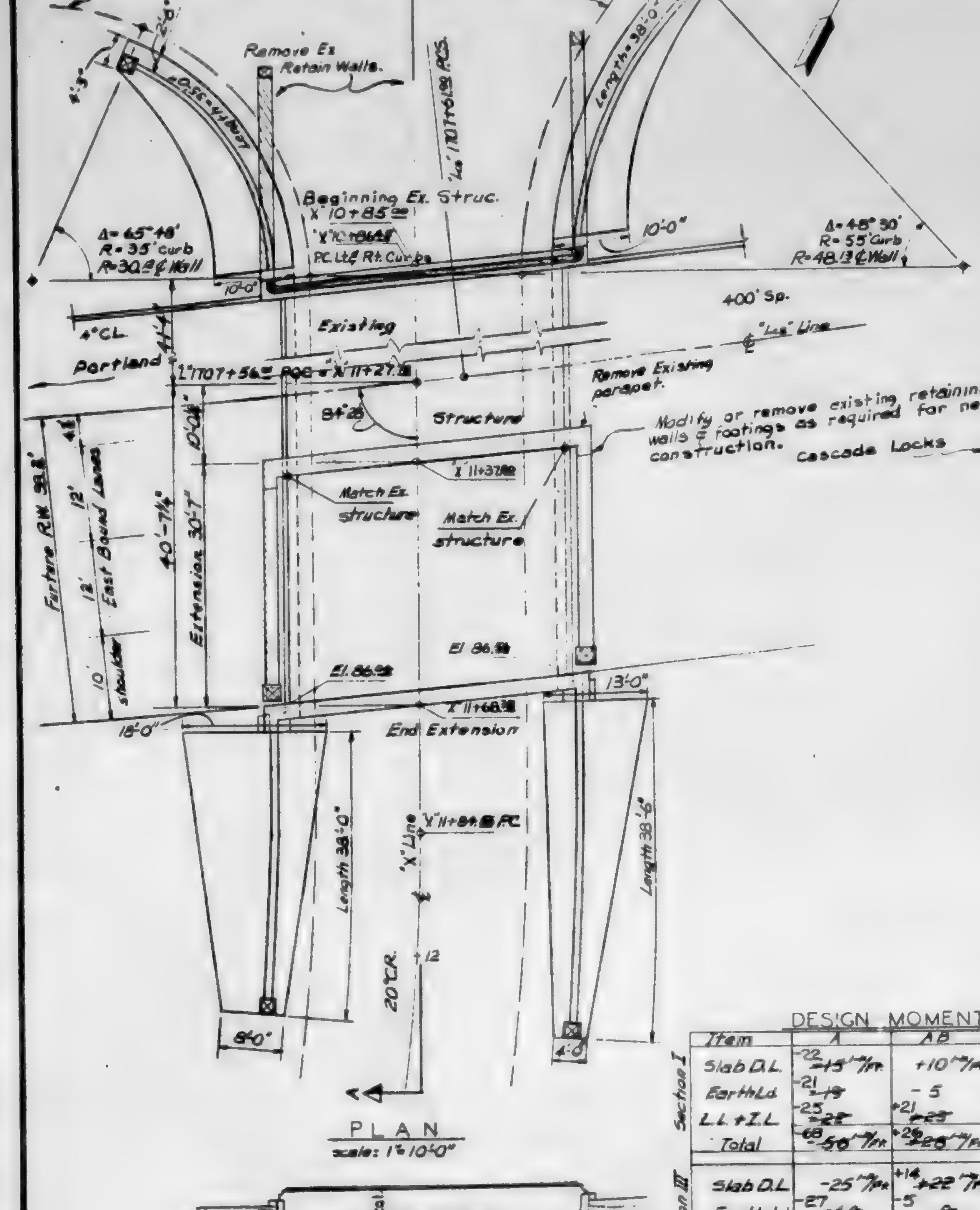
The above additions and changes will be incorporated in the special provisions and plans which will become a part of the contract for the construction of this project, and your bid will be understood to have been made accordingly.

Very truly yours,

W. C. Williams
State Highway Engineer

By Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

NOTED
FLOYD QUERY

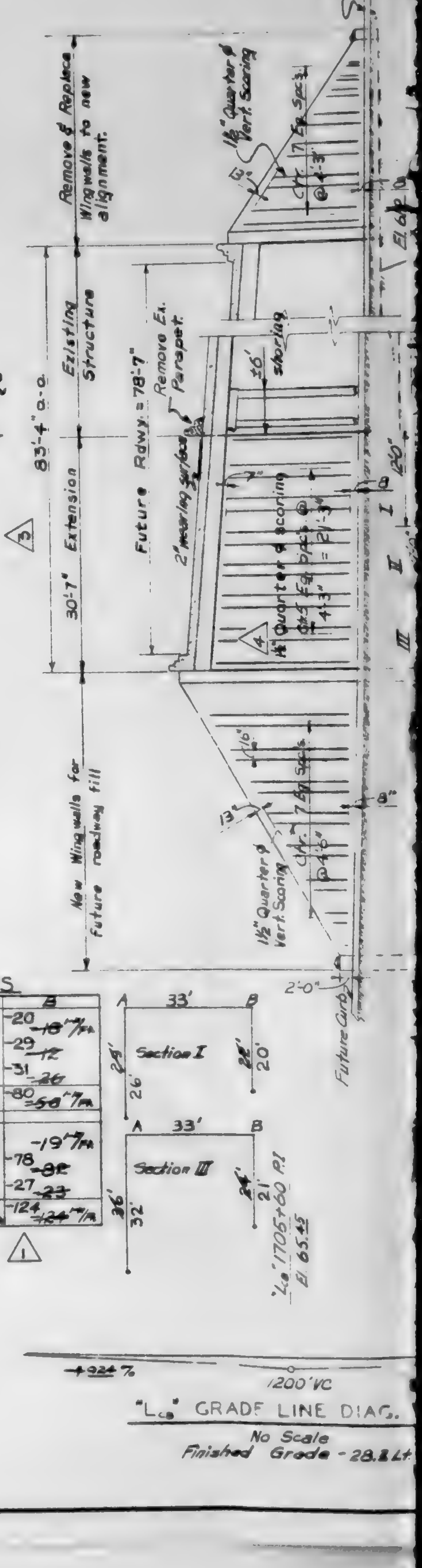


PLAN

scale: 1"=10'-0"

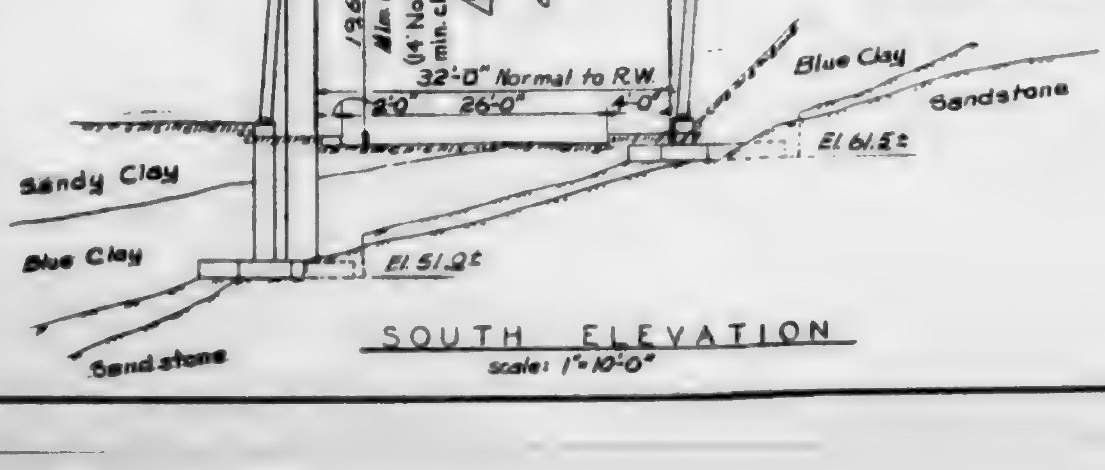
DESIGN MOMENTS

	Item	A	AB	B
Section I	Slab D.L.	-22 ~~-15~~ k'/ft	+10 k'/ft	-20 ~~-18~~ k'/ft
	Earth Ld.	-21 ~~-19~~	- 5	-29 ~~-12~~
	L.L.+I.L.	-25 ~~-28~~	+21 ~~+23~~	-31 ~~-26~~
	Total	-68 ~~-56~~ k'/ft	+26 ~~+28~~ k'/ft	-80 ~~-56~~ k'/ft
Section III	Slab D.L.	-25 k'/ft	+14 ~~+22~~ k'/ft	-19 k'/ft
	Earth Ld.	-27 ~~-48~~	-5 ~~-8~~	-78 ~~-82~~
	L.L.+I.L.	-33 ~~-29~~	+16 ~~+47~~	-27 ~~-23~~
	Total	-85 ~~-90~~ k'/ft	+25 ~~+69~~ k'/ft	-124 ~~-124~~ k'/ft



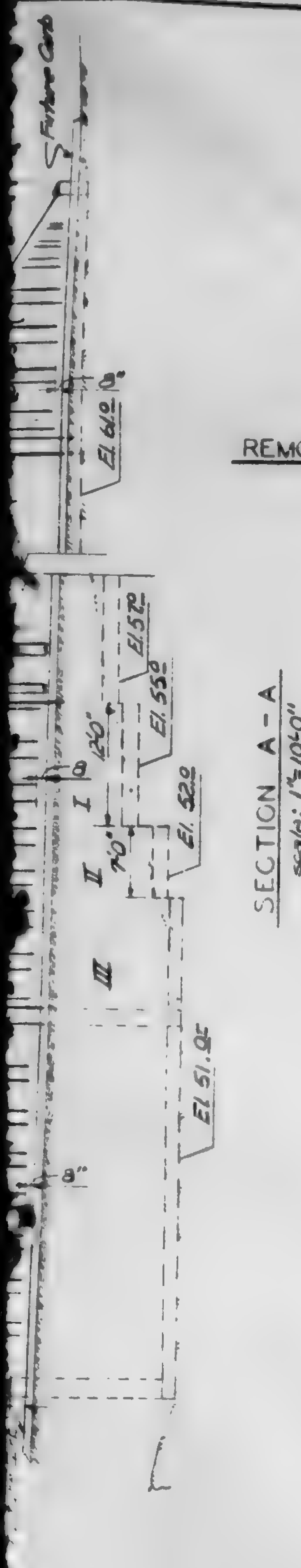
"Lc" GRADE LINE DIAG.

No Scale
Finished Grade - 28.8 Lt.

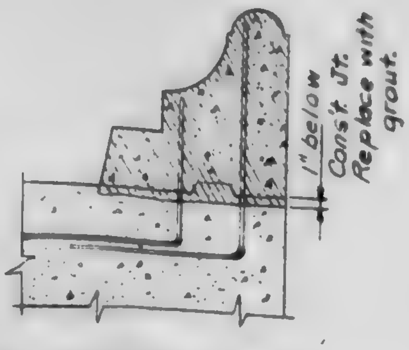


SOUTH ELEVATION

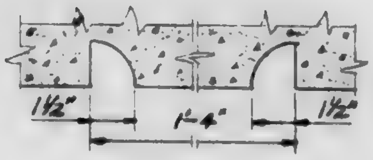
scale: 1"=10'-0"



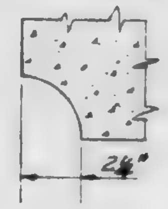
SECTION A-A
scale: 1"=10'-0"



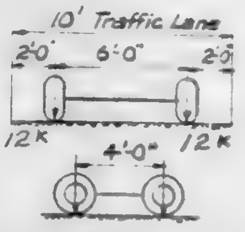
REMOVING EXISTING RAIL
No Scale



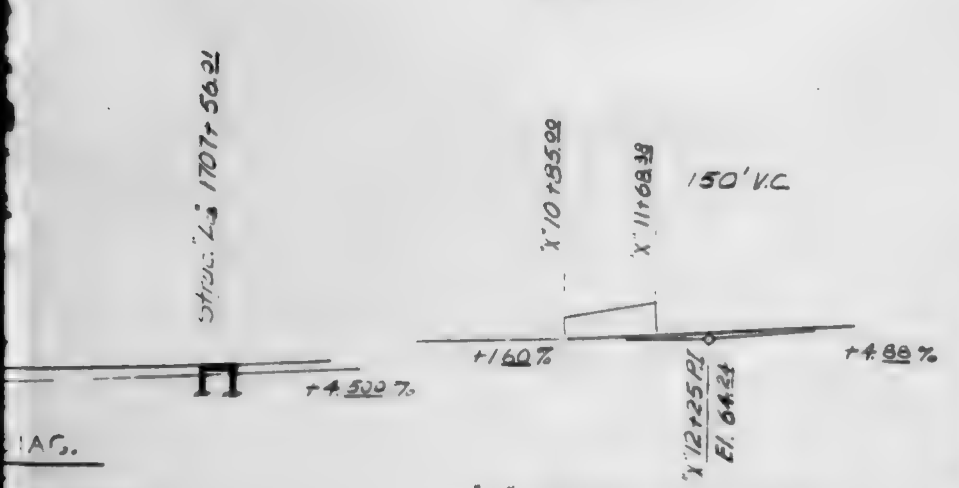
VERTICAL SCORING
No Scale



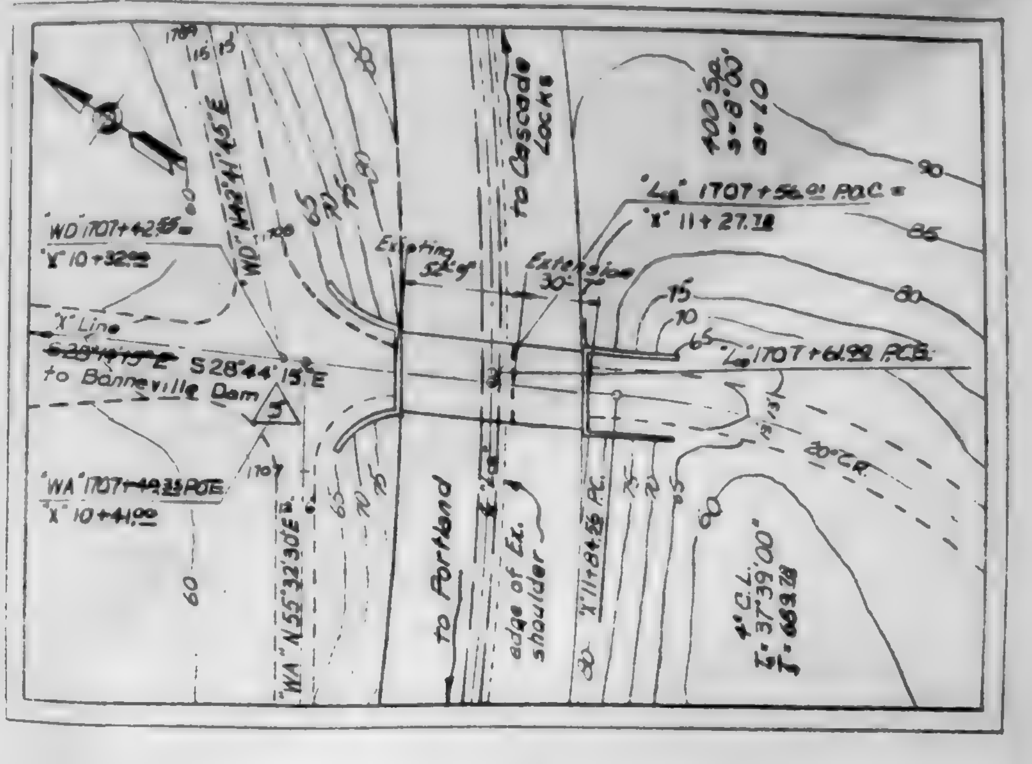
COVED CORNER
No Scale



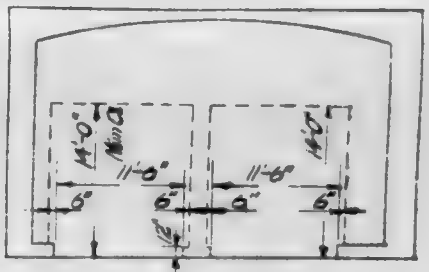
MILITARY LOADING
No Scale



"X" GRADE LINE DIAG.
No Scale
Finished Grade - 13' Lt. ¢ Rt.



VICINITY MAP
scale: 1"=50'



CONS'T. CLEARANCE DIAG.
No Scale

GENERAL NOTES:

Bridge Extension designed for H20-S16-44 & Military loading.

All concrete shall be Class "A" and shall obtain a breaking strength of 3300 p.s.i. in 28 days. (f_c = 1320 p.s.i.)

All reinforcing steel shall be intermediate grade deformed bars conforming to A.S.T.M. specifications A-305 (f_s = 20 ksi.). Bars shall be lapped 20 dia. unless ~~otherwise~~ shown or noted otherwise.

All bars shall be placed 2" clear of the nearest face of concrete unless shown or noted otherwise.

Bearing capacity of sandstone is 5 Tons per sq. ft.

South edge of existing structure shall be raised up ¼" @ crown for last 6 ft. to remove D.L. deflection and shored.

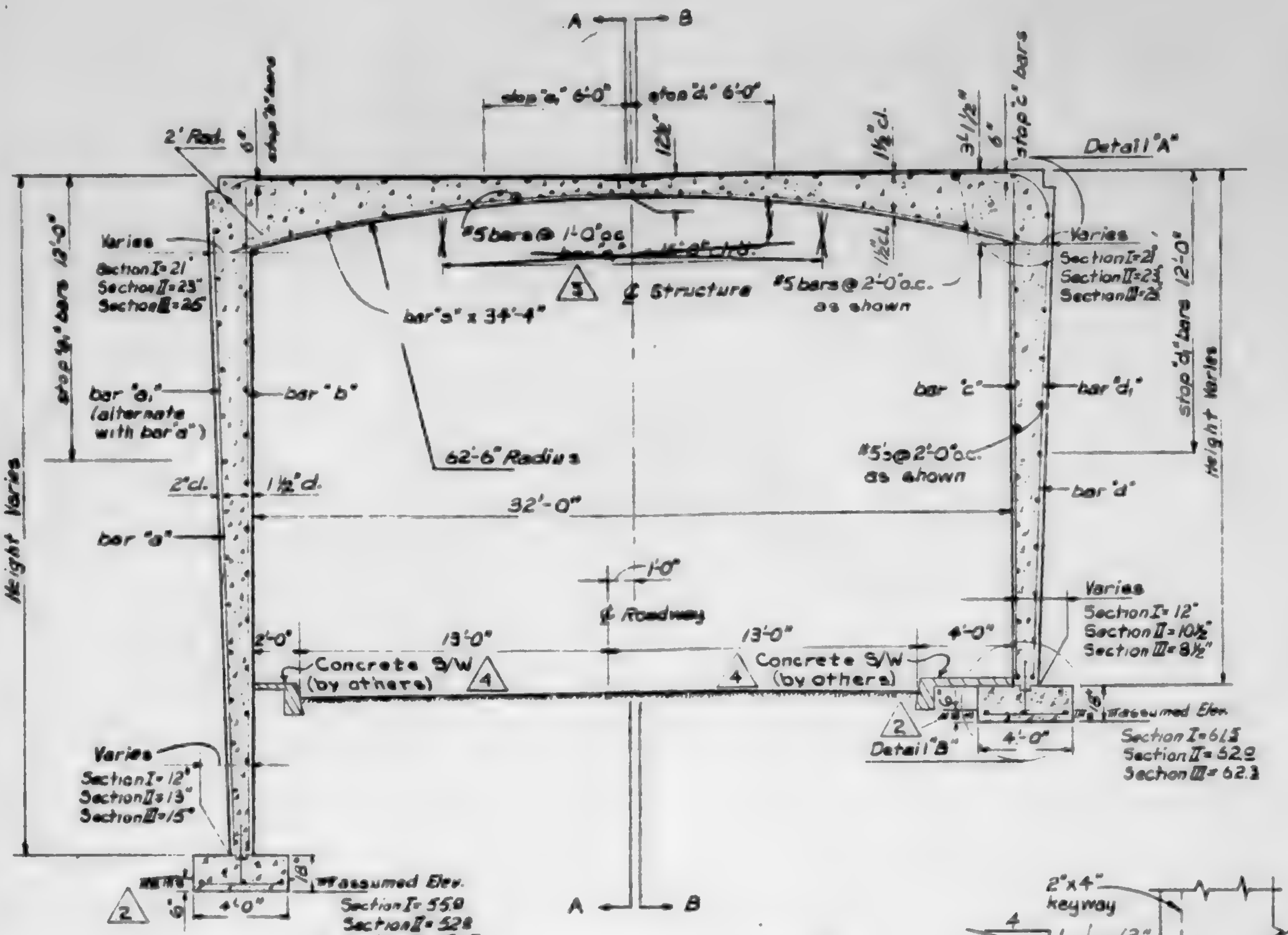
Traffic shall be maintained on and under existing structure. 10 ft. clearance should be maintained between south end of existing structure and edge of Traffic Lanes during construction of extension. "Portable Traffic Barrier" shall be erected before construction is begun on structure.

All materials and workmanship shall conform to the specifications for bridges of the Oregon State Highway Commission.

Footing elevations are subject to change depending on foundation material encountered.

- △ 7-19-61
- △ 7-19-61, Change in bearing
- △ 7-19-61, Quarter ¢ scoring (1½")
- △ 7-19-61, Dimensions, (Future rdwy. + out to out)
- △ 7-19-61, Minimum clearance addition
- △ 7-19-61, Design Data revised

APPROVED:	**OREGON STATE HIGHWAY DEPARTMENT** **BRIDGE DIVISION**
BRIDGE ENGINEER	BONNEVILLE OVERCROSSING EXTENSION DODSON - BONNEVILLE SECTION COLUMBIA RIVER H'WY. - MULT. CO.
ASS'T. STATE HIGHWAY ENGINEER	PLAN, ELEVATION, & SECTION
STATE HIGHWAY ENGINEER	DATE 4-6-61 BRIDGE NO. 6924A SHEET 1 OF 5
DESIGNED GJB CHECKED T.L.	ACCOMPANIED BY DWGS. 16824, 16825, 16826 & 16959
DRAWN GJB CALC. BOOK 566	DRAWING NO. 16823



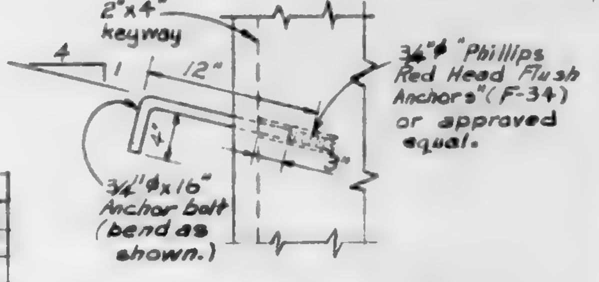
TYPICAL SECTION

1/4" = 1'-0"

Bar Schedule

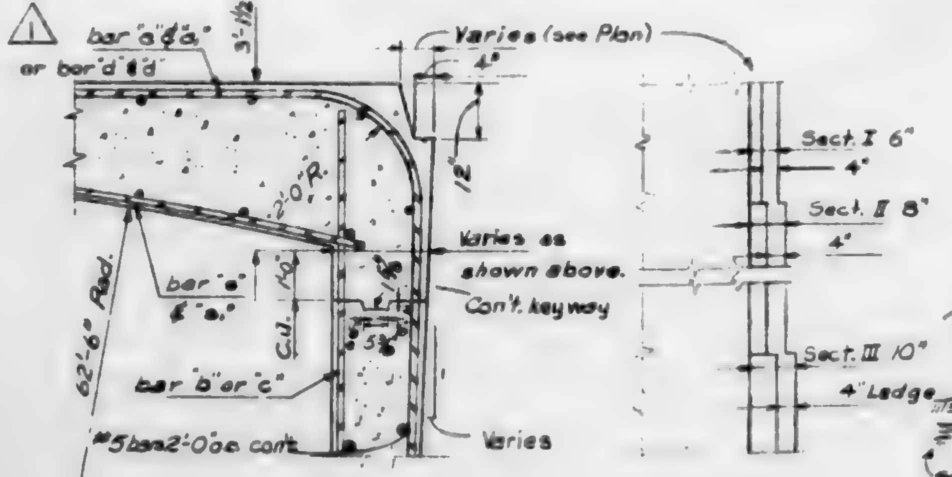
Section	I	II	III
bar "a"	#11 bars 18" o.c. x Varies	#11 bars 16" o.c. x Varies	#11 bars 14" o.c. x Varies
bar "a,"	#11 bars 18" o.c. x 29'-11"	#11 bars 16" o.c. x 30'-1"	#11 bars 14" o.c. x 30'-4"
bar "b"	#11 bars 10" o.c. x Va.	#11 bars 9" o.c. x Va.	#11 bars 7" o.c. x Va.
bar "c"	#11 bars 18" o.c. x Va.	#11 bars 15" o.c. x Va.	#11 bars 12" o.c. x Va.
bar "d"	#11 bars 18" o.c. x Va.	#11 bars 15" o.c. x Va.	#11 bars 12" o.c. x Va.
bar "d,"	#11 bars 18" o.c. x 29'-11"	#11 bars 15" o.c. x 30'-1"	#11 bars 12" o.c. x 30'-4"
bar "s"	#11 bars 8" o.c. x 34'-4"	#11 bars 8" o.c. x 34'-4"	#11 bars 8" o.c. x 34'-4"
bar "e"		#8 bars 8" o.c. x 16'-0"	#11 bars 8" o.c. x 16'-0"

3


2"x4" keyway
4
1
12"
3/4" ⌀ "Phillips Red Head Flush Anchors" (F-34) or approved equal.
3/4" ⌀ x 16" Anchor bolt (bend as shown.)

DETAIL "D"

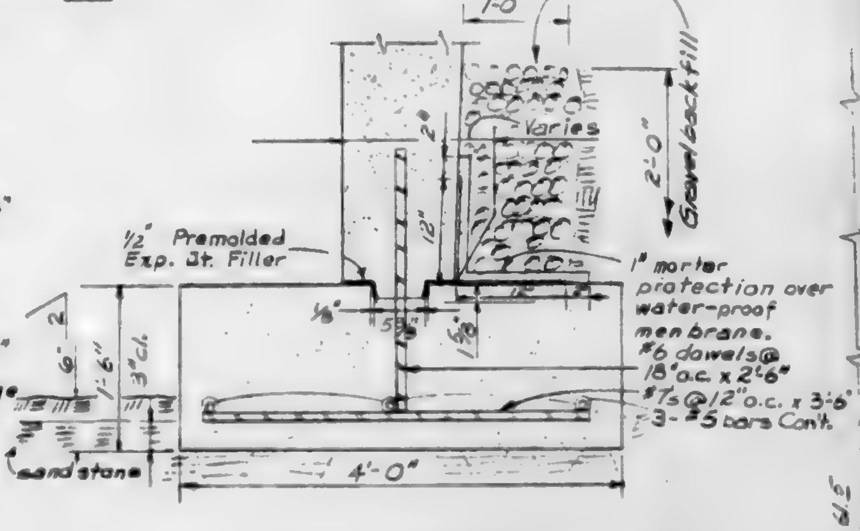
1½" = 1'-0"



SECTION PLAN

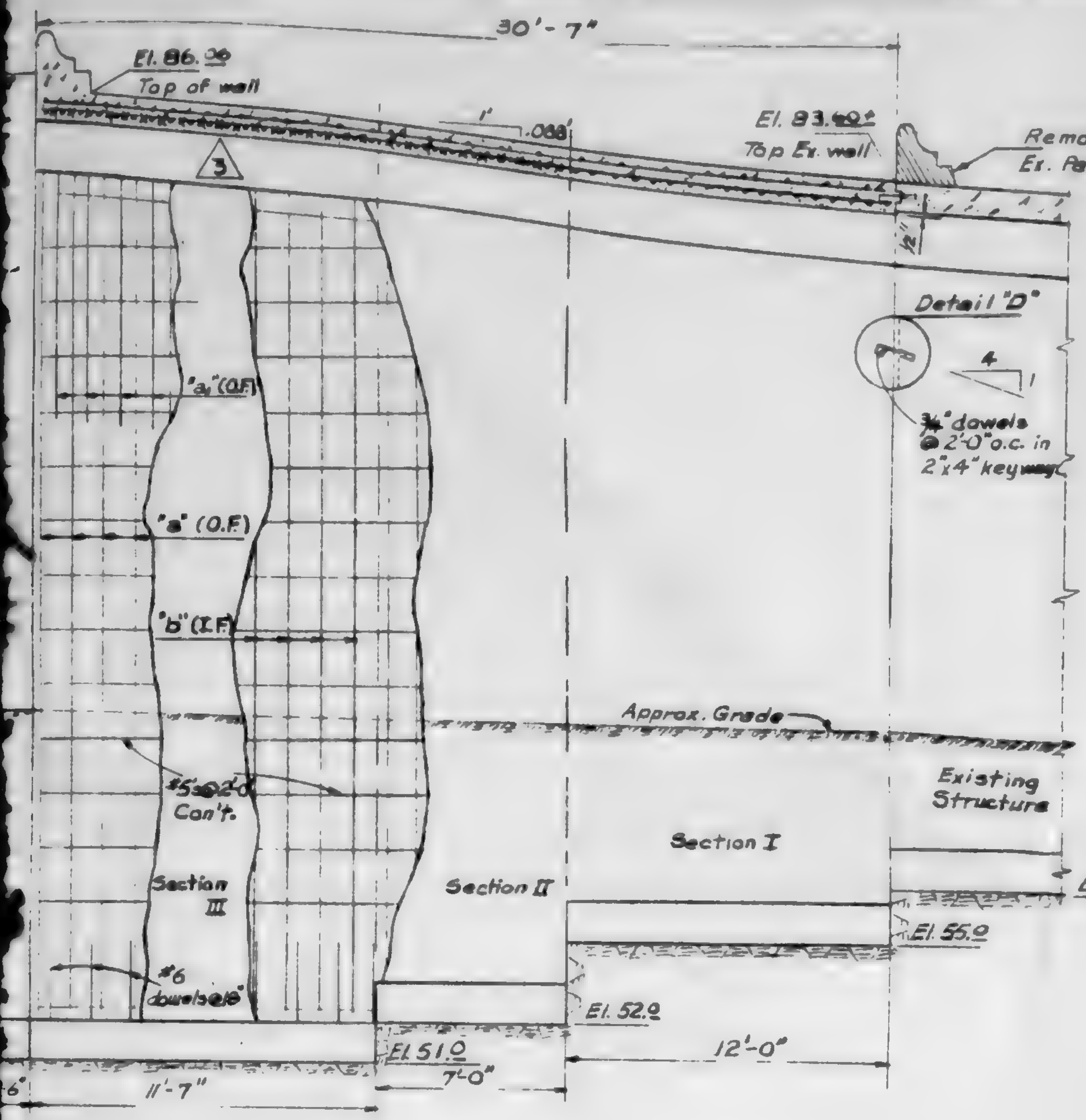
DETAIL "A"

1/2" = 1'-0"



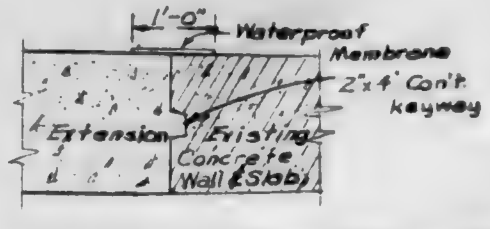
DETAIL "B"

1" = 1'-0"



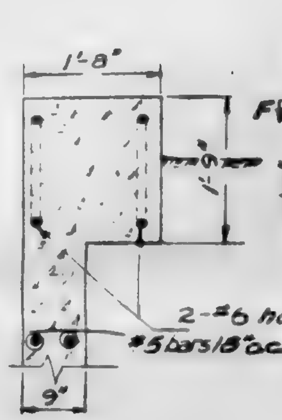
SECTION A-A

¼" = 1'-0"



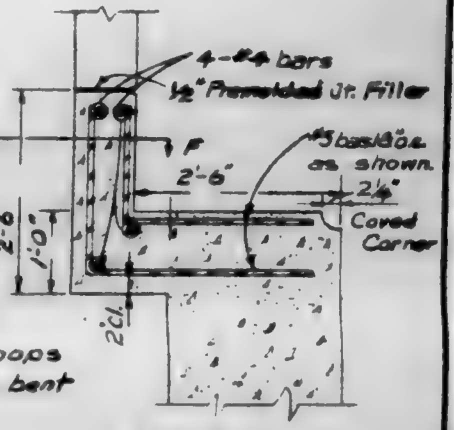
CONSTRUCTION JOINT - WALL

No scale



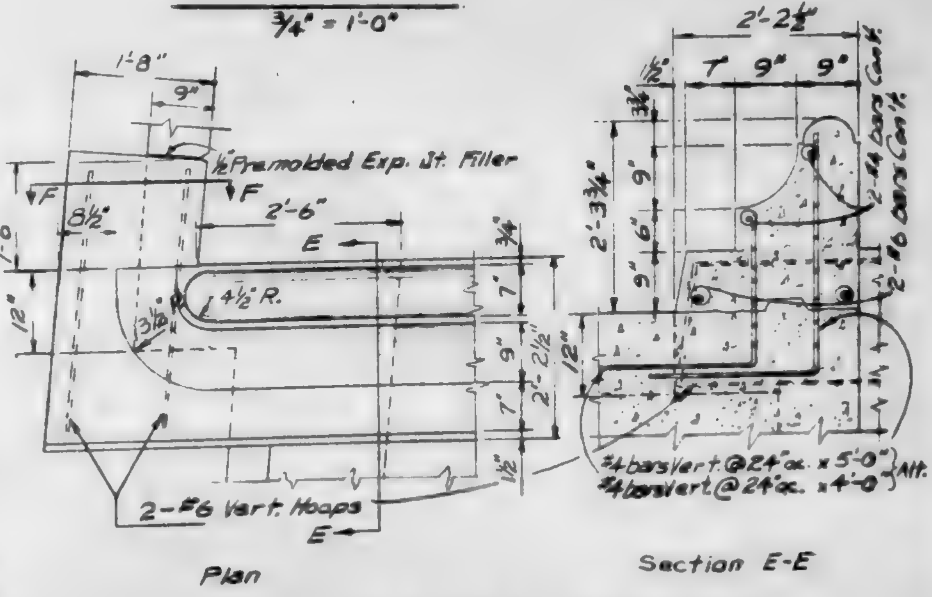
SECTION F-F

¾" = 1'-0"



SECTION G-G

¾" = 1'-0"

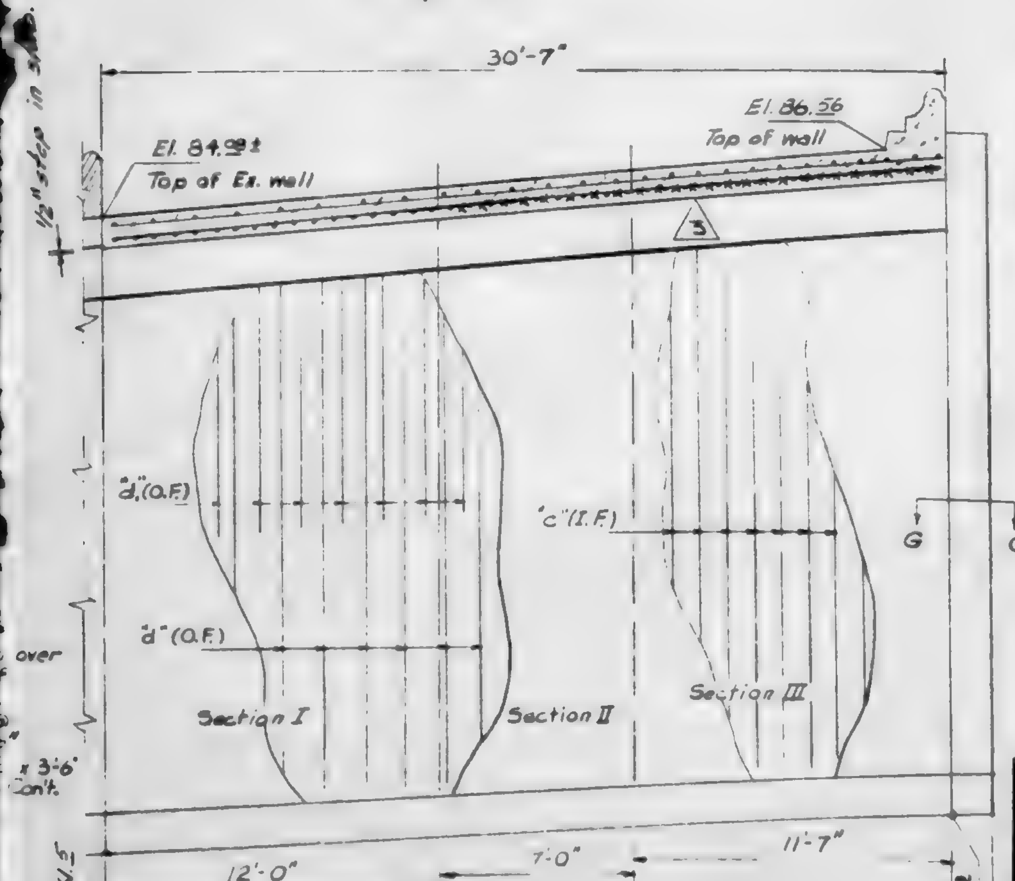


Plan

Section E-E

PARAPET DETAILS

¾" = 1'-0"



SECTION B-B

¼" = 1'-0"

DATE	REVISION
7/19/61	△ Added, bar "d" & "d"
"	△ Ground line to footing
"	△ Revised steel data
"	△ Concrete S/W

APPROVED: Ivan D. Merchant
BRIDGE ENGINEER

DESIGNED GJB CHECKED T.L.
DRAWN GJB CALC. BOOK 580

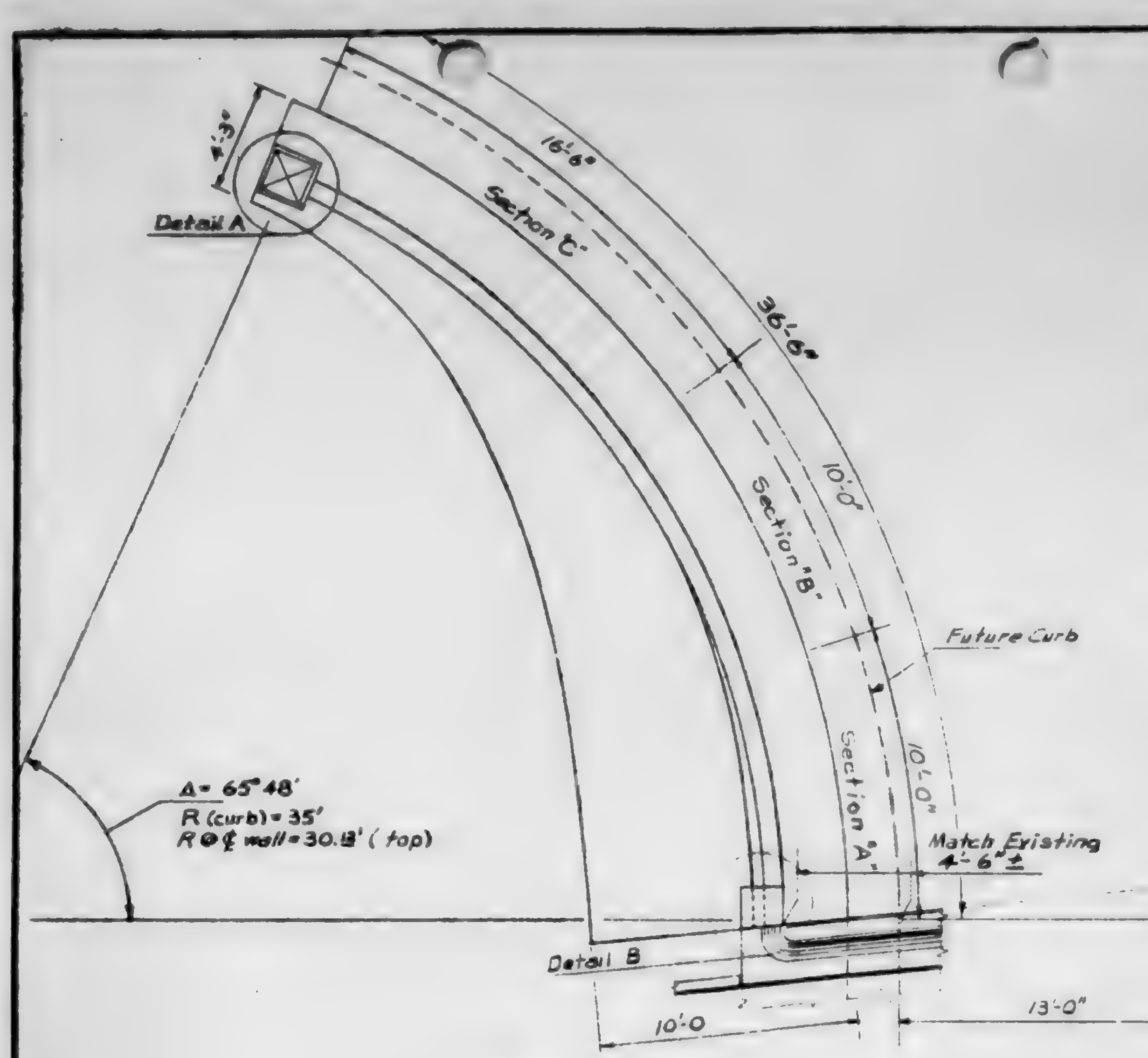
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

BONNEVILLE OVERCROSSING EXT.

FRAME DETAILS

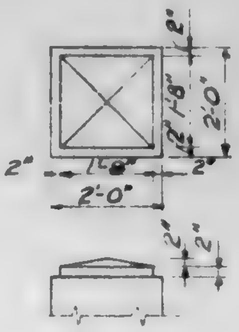
DATE 5-1-61 SHEET 2 OF 5

BRIDGE NO. 6924 A DRAWING NO. 16824



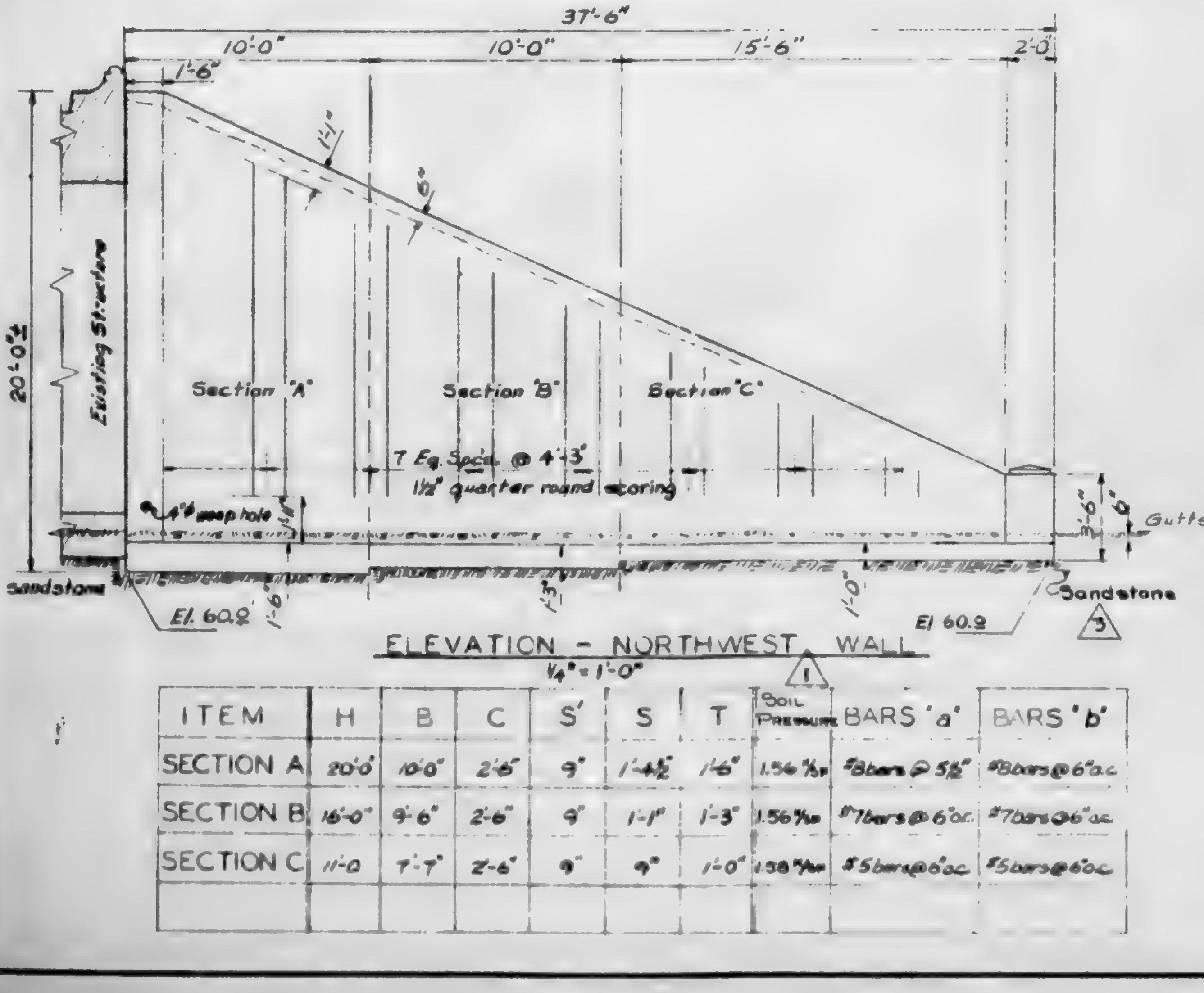
PLAN - NORTHWEST WALL

1/4" = 1'-0"



DETAIL - A

1/2" = 1'-0"

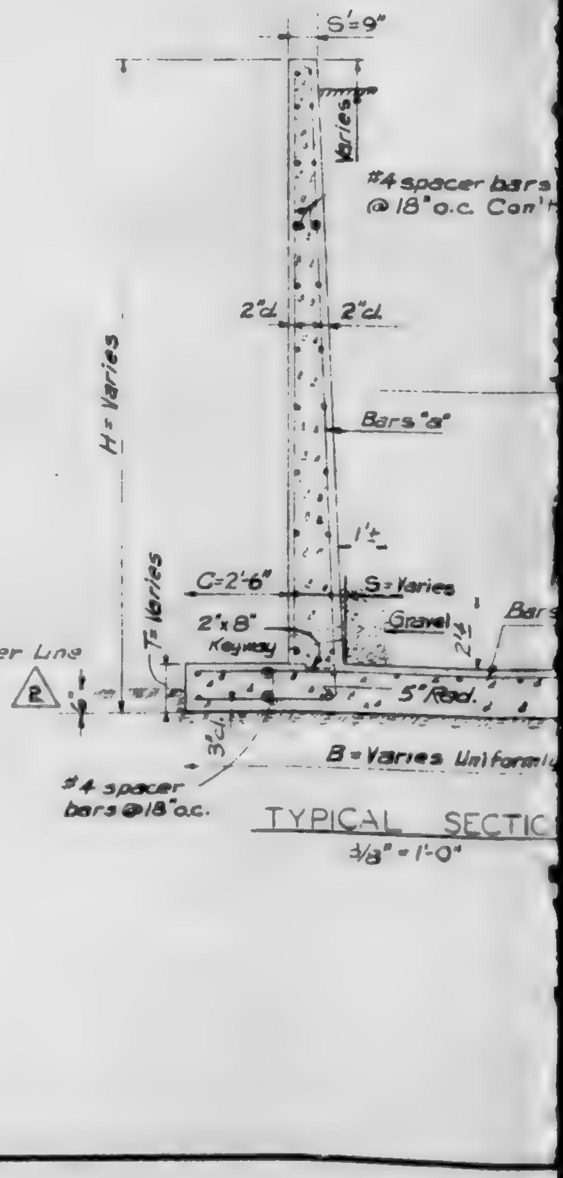


ELEVATION - NORTHWEST WALL

1/4" = 1'-0"

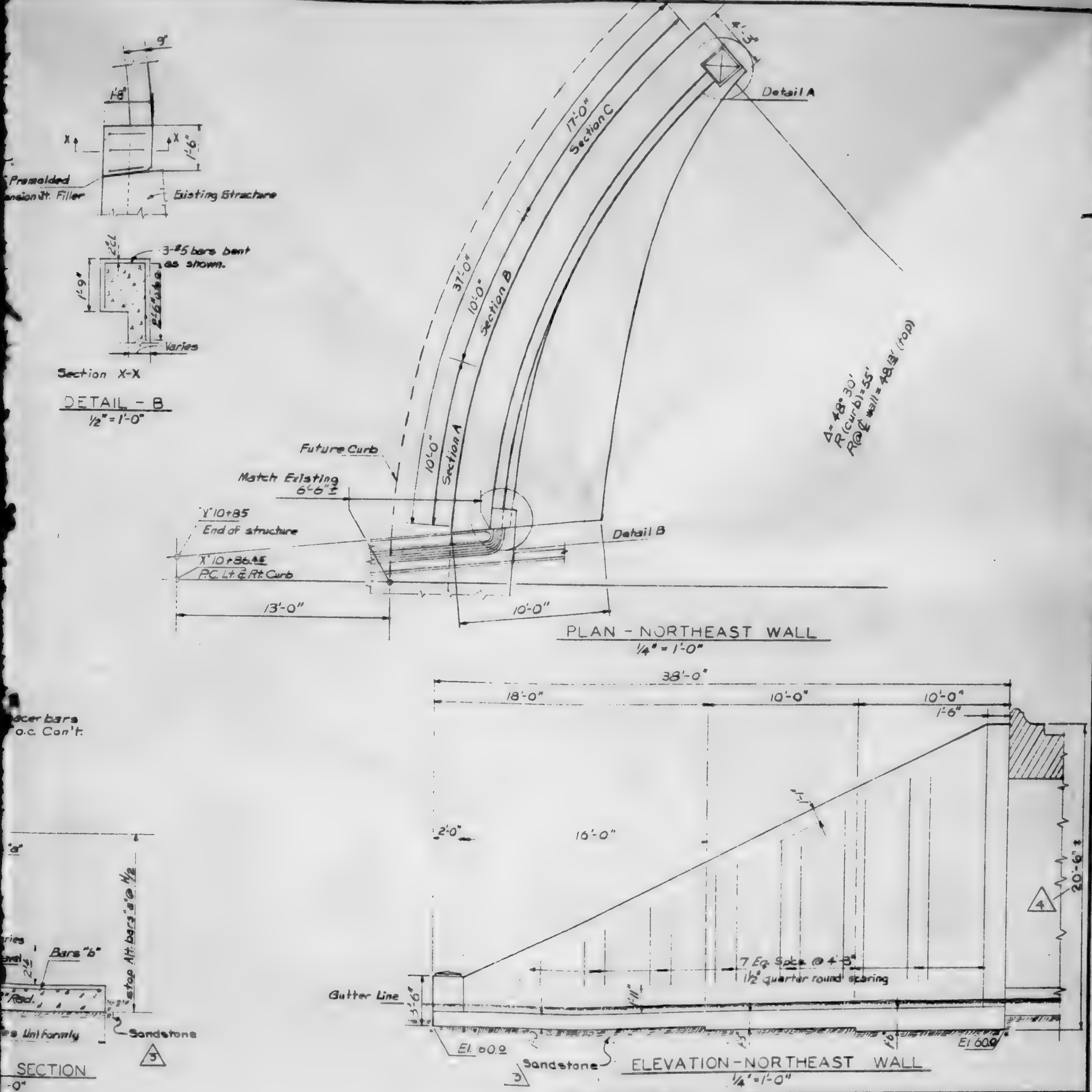
1

ITEM	H	B	C	S'	S	T	SOIL PRESSURE	BARS "a"	BARS "b"
SECTION A	20'-0"	10'-0"	2'-6"	9"	1'-4½"	1'-6"	1.56 T/sf	#8 bars @ 5½"	#8 bars @ 6" o.c.
SECTION B	16'-0"	9'-6"	2'-6"	9"	1'-1"	1'-3"	1.56 T/sf	#7 bars @ 6" o.c.	#7 bars @ 6" o.c.
SECTION C	11'-0	7'-7"	2'-6"	9"	9"	1'-0"	1.58 T/sf	#5 bars @ 6" o.c.	#5 bars @ 6" o.c.



TYPICAL SECTIC

3/8" = 1'-0"



PLAN - NORTHEAST WALL

1/4" = 1'-0"

ELEVATION - NORTHEAST WALL

1/4" = 1'-0"

DATE	REVISION
7/3/61	1 Added Soil Pressure
	2 Ground line to Footing
	3 Identify as Sandstone
	4

APPROVED: Merchant
BRIDGE ENGINEER

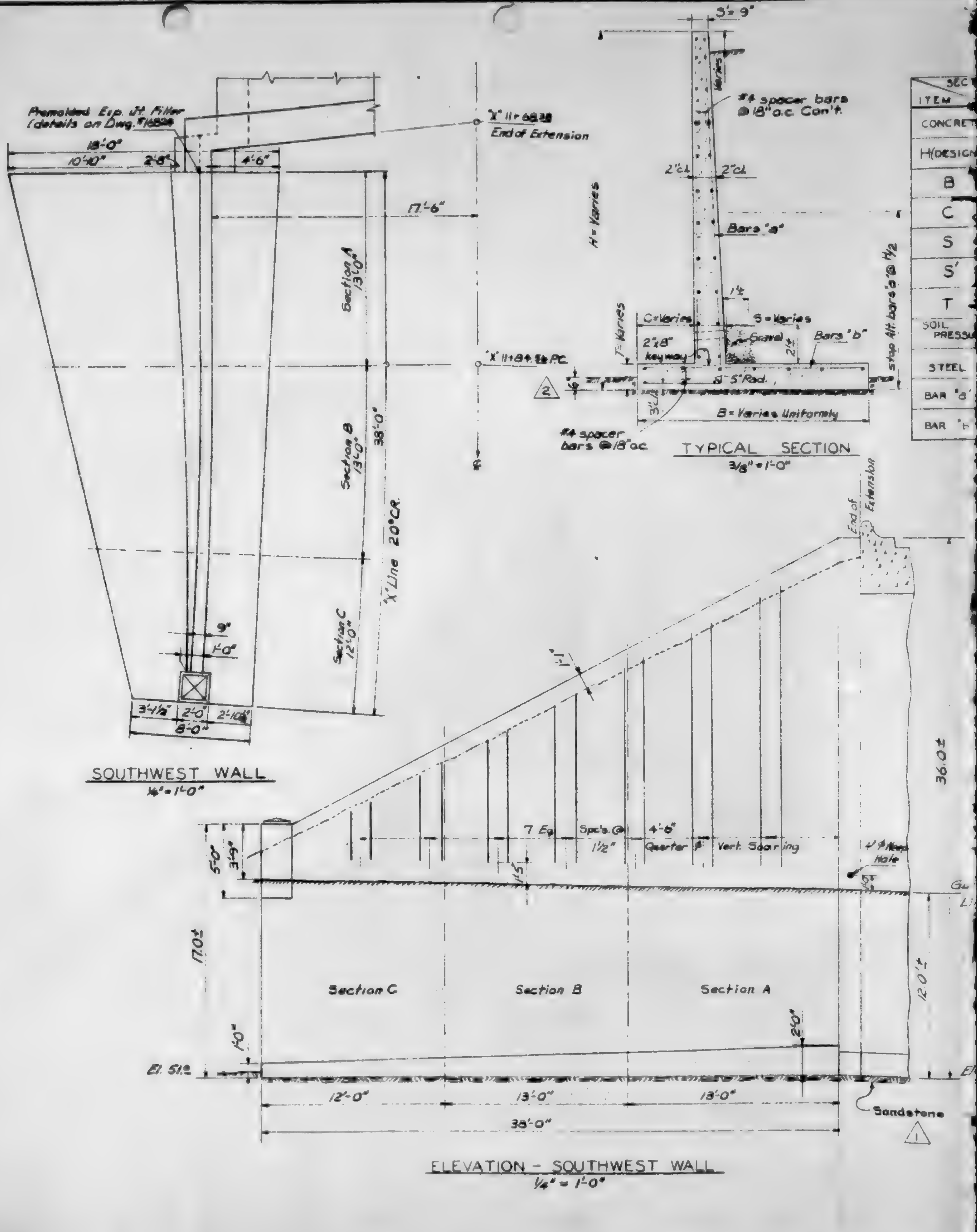
DESIGNED GJB
DRAWN GJB
CHECKED TL
CALC. BOOK 536

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

BONNEVILLE OVERCROSSING EXT.

WINGWALLS

DATE 5-9-61
SHEET 3 OF 5
BRIDGE NO. 6924A
DRAWING NO. 16825



SOUTHWEST WALL
1/4" = 1'-0"

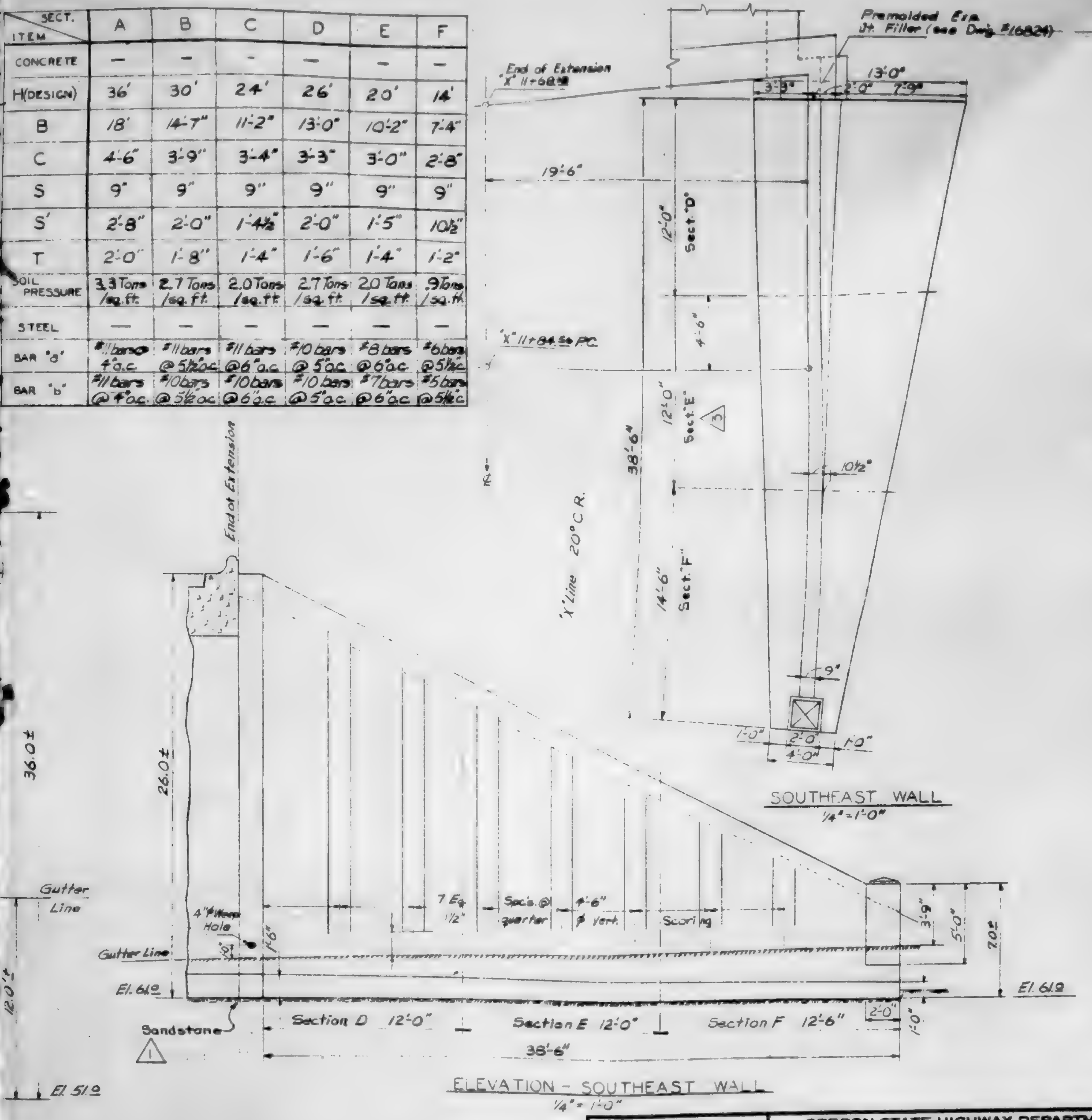
TYPICAL SECTION
3/8" = 1'-0"

ELEVATION - SOUTHWEST WALL
1/4" = 1'-0"

SEC
ITEM
CONCRETE
H(DESIGN
B
C
S
S'
T
SOIL PRESSU
STEEL
BAR "a"
BAR "b"

JUN 29 1961

SECT. / ITEM	A	B	C	D	E	F
CONCRETE	—	—	—	—	—	—
H(DESIGN)	36'	30'	24'	26'	20'	14'
B	18'	14'-7"	11'-2"	13'-0"	10'-2"	7'-4"
C	4'-6"	3'-9"	3'-4"	3'-3"	3'-0"	2'-8"
S	9"	9"	9"	9"	9"	9"
S'	2'-8"	2'-0"	1'-4½"	2'-0"	1'-5"	10½"
T	2'-0"	1'-8"	1'-4"	1'-6"	1'-4"	1'-2"
SOIL PRESSURE	3.3 Tons /sq.ft.	2.7 Tons /sq.ft.	2.0 Tons /sq.ft.	2.7 Tons /sq.ft.	2.0 Tons /sq.ft.	.9 Tons /sq.ft.
STEEL	—	—	—	—	—	—
BAR "a"	#11 bars @ 4" o.c.	#11 bars @ 5½" o.c.	#11 bars @ 6" o.c.	#10 bars @ 5" o.c.	#8 bars @ 6" o.c.	#6 bars @ 5½" o.c.
BAR "b"	#11 bars @ 4" o.c.	#10 bars @ 5½" o.c.	#10 bars @ 6" o.c.	#10 bars @ 5" o.c.	#7 bars @ 6" o.c.	#5 bars @ 5½" o.c.



SOUTHEAST WALL
¼" = 1'-0"

ELEVATION - SOUTHEAST WALL
¼" = 1'-0"

DATE	REVISION
7/19/61	1 Identify as Sandstone
"	2 Ground line to Footing
"	3 Identify Sections

APPROVED: Ivan D. Merchant
BRIDGE ENGINEER

DESIGNED GJB
DRAWN GJB
CHECKED T.L.
CALC. BOOK 586

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

BONNEVILLE OVERCROSSING EXT.

WINGWALLS

DATE 5-17-51
SHEET 4 OF 5
BRIDGE NO. 6924A
DRAWING NO. 16826

RECEIVED
JUL 21 1961
FOR FILING

[illegible]

July 20, 1961

([illegible])

Dodson –
Bonneville

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering paving, structure and signing work on the Dodson-Bonneville Section of the Columbia River Highway in Umatilla County, bids for which are to be received in Salem on July 27, 1961.

In general, this project parallels your Company's right of way and, except for surfacing and paving work on connections as indicated on Sheets 4 and 7A of the plans, will not encroach upon railroad right of way.

The special provisions augment our standards for railroad protection particularly as given on Pages 103 to 108 inclusive of the special provisions and the "Railroad Protective Liability Form" insert bound therewith, also our contractor is to provide $200,000 - $500,000 protective insurance as set forth therein.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWR:bb

cc: Mr. G. S. Paxson

Mr. R. M. Brown, Dist. Engr.
Union Pacific Railroad Co.
829 Pittock Block
Portland 5, Oregon

RECEIVED
JUL 10 1961

FOR FILING

477 Cottage Street, N. E.
Salem, Oregon

July 5, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-80N-2(22)33

We have approved, as of this date, the P. S. and E. documents for the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, providing for 4.729 miles of A.C. paving, widening of two structures and signing of the Warrendale and Bonneville Interchanges.

This is to authorize your advertising for bids.

Authorization is with the understanding that costs arising from railroad protective services, as required by the railroad, will be without Federal participation. The special provisions specify that such costs are to be borne by the contractor.

NOTED

I-5-6(26) Flint & Vancouver Aves. 1961
303 Undercrossings, E. Bank Freeway Sec., Pacific Hwy..(Portland)
#5951

RECEIVED
DEC 27 1963

FOR FILING

December 26, 1963

The Fidelity & Casualty Co. of N. Y.,
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

A post-final payment for $3,195.34 will be made to Kuckenberg Const. Co. Inc., on contract #5 51 for the Flint Avenue and Vancouver Avenue Undercrossings on the East Bank Freeway Section of Pacific Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $600,162.78, including the post-final payment. Of the total, $5,538.19 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N.Y.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: Kuckenberg Const. Co. Inc.,
P. O. Box 7407
Portland 20, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
AUG 12 1963
FOR FILING

5951

August 6, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed June 25 on Contract No. 5951. The contract was with the Kuckenberg Construction Company, Inc., for construction of the Flint and Vancouver Overcrossings on the East Bank Freeway (Pacific Highway), in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project, effective August 6, 1963, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

RECEIVED
JAN 7 1964
FOR FILING

5951

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1963

SUBJECT:

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

DEPARTMENT

Kuckenberg Construction Company, Inc., completed work on the Flint and Vancouver Overcrossings, Contract No. 5951, on the East Bank Freeway (Pacific Highway), Multnomah County, on June 25. This contract is ready for acceptance by the Commission.

This is a Federal-Aid Project. We have a report from the Bureau of Public Rds. to the affect that they have inspected the contract work and are accepting this part of the contract as complete.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:dl
cc: Floyd Query
D. B. Parkes

CEIVE
AUG 5 1963
OFFICE OF
STATE HIGHWAY ENGIN

RECEIVED
JUN 10 1963
FOR FILING

5951

June 10, 1963

Kuckenberg Const. Co. Inc.,
P. O. Box 7407
Portland 20
Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 10, 1963, discussed with the Engineer your request for an extension of time on contract #5951. You requested 45 additional workdays within which to complete the Flint Avenue and Vancouver Avenue Undercrossings on the East Bank Freeway Section of Pacific Highway in Multnomah County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 28 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fred B. Klaboe
John Howard
Ivan D. Merchant
Bureau of Public Roads
L. H. Young
C. H. Maison

RECEIVED
MAY 6 - 1963
FOR FILING

[illegible]

5951

May 3, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 1
June 6, 1963 Meeting

Gentlemen:

Kuckenberg Construction Company has requested an extension of 45 days time without assessment of liquidated damages in which to complete work on Contract 5951, Flint and Vancouver Avenue Overcrossings on the East Bank Freeway. A copy of the contractor's request is attached.

We have investigated the items contained in the contractor's supporting data and find that, due to conditions beyond the control of the contractor, he is entitled to an extension of 28 days time without assessment of liquidated damages.

It is my recommendation that the contractor be granted an additional 28 days without assessment of liquidated damages.

This is a Federal-aid project and we have received concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the June 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
P. M. Stephenson
Lloyd P. Shaw
Victor D. Wolfe
I. D. Merchant
C. H. Maison
F. D. Morgan
L. H. Young

CAG:dl bbc

FORM CD-121 (9-22-60)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engr. DATE: April 22, 1963
Salem, Oregon
Attention: Mr. I. D. Merchant, Bridge Engr.

FROM : A. [illegible] Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(26)303 Flint & Vancouver Ave. O'xing
Contract No. 5951

We concur in your recommendation of a time extension of 28 days as shown in your letter of April 3, 1963. Our inspection reports verify the problem outlined.

#1

BRIDGE [illegible]

OREGON STATE HIGHWAY COMMISSION

ENGINEERS RECOMMENDATION REGARDING
CONTRACTORS REQUEST
FOR
INCREASE IN NUMBER OF WORKDAYS
TO
COMPLETE CONSTRUCTION CONTRACT

4

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5951 Contractor Kuckenberg Construction Company

Highway Pacific (Portland) Eastbank Freeway

Section Flint and Vancouver Avenue Overcrossings

Kind of Work Bridge construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED ~~or GRANTED. The reasons for such recommendation are as follows:~~ but that an increase of 28 workdays be granted for the following reasons:

1.	Interference of sewer installation on grading contract between 2-5-62 and 3-16-62	18 days charged
2.	Interference of utility pole between 11-5-62 and 11-16-62	5 days charged
3.	Delay by extra work between 3-4-63 and 3-8-63	5 days charged
	TOTAL	28 days

Recommended for Approval:

F B Klaboe
Division Engineer

Ivan D Merchant
~~Construction Engineer or~~ Bridge Engineer

P. M. Stephenson
ASSISTANT State Highway Engineer

Contract No. 5951

Project designation FA I-5-6-(26)303
State-Federal

Date awarded July 28, 1961

Work started November 13, 1961

Per cent completed 92% March 24, 1963
Date

No. of Workdays Allowed 200

No. of Workdays Used 199

No. of Added Workdays Requested 45

APPROVED BY HIGHWAY COMMISSION
DATE June 10, 1963 for 28 work days
Lloyd Emery
Secretary

OREGON STATE HIGHWAY COMMISSION

CONTRACTORS REQUEST
FOR
INCREASE IN NUMBER OF WORKDAYS
TO
COMPLETE CONSTRUCTION CONTRACT

Oregon State Highway Commission
Salem, Oregon

Date **February 19, 1963**

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from **200** days to **245** days, within which to complete our Contract No. ________, without the assessment of liquidated damages. The said contract is described as follows:

Flint-Vancouver Undercrossings, Bridges No. 8573 & 8574, Contract # 5951, East Bank Freeway, Pacific Highway, Multnomah County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached sheets.

Respectfully submitted,

Kuckenberg Construction Co., Inc.
Contractor

By Henry Kuckenberg
Henry Kuckenberg, President

CONSENT OF SURETY

Date February 20, 19 63

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK ____________, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

William B. Carlson
Attorney-in-fact
JEWETT, BARTON, LEAVY & KERN

(SEAL)

W B Carlson
Resident Agent

RECEIVED
DEC 17 1962

FOR FILE

5951 —

COMMISSIONERS
M. K. McIVER, CHAIRMAN
FORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY ENGR
LEONARD I LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

December 14, 1962

City of Portland
Lighting Department
City Hall
1220 S. W. Fifth Ave.
Portland, Oregon

RE: Illumination of Flint Ave. Detour
Contract: 5951
Prefix: 626-1064
Bridge No's: 8573-8574

Attention: Mr. Sid Leo
City Street Lighting Engineer
Room 207 - City Hall

Dear Mr. Leo:

You are authorized to proceed with the detour lighting on the Flint Ave. Detour in accordance with the plan attached.

Your estimate of this work as submitted through our division Traffic Engineer, Mr. Dennis Peterson, was:

(1) Materials and equipment:	$740.50
(2) Labor:	360.00
TOTAL:	$1,100.50
Credit for Salvage:	445.50
NET:	$ 655.00

When the work is completed, it will be necessary that the itemized statements be submitted through our Resident Engineer, Mr. R. E. Shotwell, whose address is 900 North Stanton Street.

Very truly yours,

Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/ca

CC: G. S. Paxson
Ivan Merchant
R. E. Shotwell
Dennis Peterson
F. B. Crandall

Attch:

RECEIVED
DEC 17 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
C 19 1962
FOR FILI

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 11, 1962

T. Dec, Assistant Division Engineer
08-35.6 Salem, Oregon

Flint & Vancouver Ave. O'xing
I-5-6(26)303

Reference is made to your letter dated November 8, 1962 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has, through the city of Portland personnel, trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis and will be based on 4/5 of the total cost indicated in the extra work order. Lighting on Flint Ave. west of the gore is the obligation of the city as per agreement. Lighting at the gore just south of Handcock and Flint intersection, in the temporary detour road and in Tillamook Street, (four vapor lights only), is an obligation under the contract and is eligible for Federal Aid.

NOTED
LLOYD P. SHAW

DEC 1 1962

NOTED
R. L. PORTER

original to Young
with attachments
12-14 62

RECEIVED
FORM E-(D) DEC 13 1962
FOR FILING

5951

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 11, 1962

Mr. William A. Bowes
Commissioner
City Hall
Portland 4, Oregon

ATTENTION: Mr. F. P. Fowler

RE: Flint Avenue Detour
Contract: 5951
Prefix: 626-1064
Bridge Number: 8573-8574

Dear Mr. Fowler:

Sometime within the next two weeks the State expects to revise detour traffic from N. Vancouver Avenue to N. Flint Avenue in order that the Vancouver structure can be completed. This shift in the traffic pattern is in accordance with stage two of the construction procedure as outlined on sheet three of the construction plans.

Attached is a map showing the proposed detour plan. We have indicated on the plan certain items of work that should be done by the City for the most efficient operation. These items are:

1. Prohibit parking on both sides of N. Tillamook Street between N. Vancouver Avenue and N. Flint Avenue.

2. Prohibit parking on the east side of N. Vancouver Avenue from N. Tillamook Street to a point 50 feet north of N. Tillamook Street.

3. Initiate one-way traffic movement westbound on N. Tillamook Street from N. Vancouver Avenue to N. Flint Avenue.

4. Initiate one-way traffic movement southbound on N. Flint Avenue from N. Tillamook Street to N. Broadway.

5. Stripe the detour in accordance with City standards.

6. Install or remove signs as required by the attached detouring.

We will keep you posted as work progresses so that the opening date will be known at least four days in advance.

Very truly yours,

F. B. Klaboe
Metropolitan Engineer

By: Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

cc: Mr. G. S. Paxson
Mr. Ivan Merchant
Mr. Robert Shotwell
Mr. Dennis Peterson
Mr. William Weller

AAR:sb
Enclosures

RECEIVED
DEC 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1
STATE HIGHWAY COMMISSION
OREGON

RECEIVED
APR 26 1962

FOR FILING
I-5-6(26)303

5951

~ Mr Cooper

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

April 25, 1962
Salem 10, Oregon

SUBJECT: Kuckenberg Construction Co.
"Maintain Traffic" as
Including Maintenance of
Detour

To: Mr. P. M. Stephenson
Assistant Highway Engineer

OFFICE

In response to your question relative to the above matter, it is the opinion of the undersigned that Kuckenberg, the contractor in the above case, is not bound to repair the detour structure involved.

While Mr. John Irvin, staff attorney, leans the other way, I do not feel that we could prevail in this matter if we became involved in a legal contest.

For your information, I have attached hereto a copy of Mr. Irvin's research on the subject.

L. I. LINDAS
Chief Counsel

LIL:dc
cc: Forrest Cooper
Attachment

NOTED

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1962

SUBJECT: Kuckenberg Construction Co.
"Maintain Traffic" as
Including Maintenance of
Detour

To: L. L. Lindas
Chief Counsel

Office

Though I can't definitely decide for myself which answer is correct, the following material seems important in determining whether Kuckenberg does or does not have the obligation to maintain the existing detour structure.

On page 2 of the special provisions under "Schedule of Operations" it is stated:

> "* * * Contractor may perform any work on Vancouver Avenue structure and site that does not interfere with traffic on Vancouver Avenue and the existing detour therefor, prior to routing traffic to Flint Avenue and the detour."

This doesn't help us much and I'm not sure what that last word "detour" refers to. But the detour structure to be removed is the "Vancouver Avenue structure." Undoubtedly the word "work" here refers generally to "work to be performed under the contract" but it does not, at least, close the door on detour maintenance.

The next material of interest in the special provisions is on page 4 under "Scope of the Work," namely articles 1.4.7 and 1.4.8. The latter is revised by the letter of July 18, 1961, which just precedes the telegram in the back of the special provisions booklet.

It is apparent, from the first paragraph under "Applicable Standard Specifications" on page 1 of the special provisions, that articles 1.4.7 and 1.4.8 of the special provisions are intended to modify, supplement or supersede the same-entitled articles in the Standard Specifications for Highway Bridge Construction. Evidently article 1.4.8 of the specials is to supplement article 1.4.8 of the bridge construction specifications. But whether article 1.4.7 of the specials is to modify, supplement or supersede is not too clear.

The last sentence of article 1.4.7 in the bridge specifications, if not superseded by the specials, puts detour maintenance expense on the contractor where the detour structure is "included" in the specials. A broad interpretation of "included" would make it appear that the contractor in this case, though he didn't build the structure, was to maintain it. This would seem to be correct when we note that the detour structure is referred to as "temporary" in this article of the bridge specifications and the detour structure we're worried about is a "temporary" one.

But in case the contractor says n8, "included" means more than just mentioned and means that the specials must expressly require construction or maintenance of the detour structure before he can be saddled with maintenance (see the first sentence of article 1.4.7 of the bridge specifications), we still have some counterargument to use against him.

The specials definitely provide that traffic shall be "maintained over the existing Vancouver Avenue Detour structure." Whether this modifies, supplements or supersedes 1.4.7 of the bridge specifications, we still have it to interpret. Near the bottom of page 1 of the specials it says that details of construction and execution of work on structures shall be governed by the pertinent parts of the bridge specifications. Assuming that our question is a detail involved in the execution of work on structures, it appears that only articles 1.7.6 and 1.7.7 of the bridge specifications could give us any idea of what is meant by the phrase "traffic shall be maintained." Neither attempts to define "maintenance" of traffic. Article 1.7.6 seems primarily concerned with "convenience" to the public rather than traffic maintenance, although the distinction may be at times hazy. Article 1.7.7 seems primarily concerned with protection of the public and the workmen.

If we admit that the bridge specifications do not adequately define "maintenance" of traffic then we can look to other parts of the contract. The terms of articles 1.4.7 and 1.4.8 of the Standard Specifications for Highway Construction are enlightening. The fact that the numbers are the same as the article numbers of the corresponding provisions of the specials seems important, in the first place. Secondly 1.4.7 of the highway specifications obviously deals with what the specials have labeled "maintenance" of traffic. In that paragraph the contractor is required to "maintain" the roadways over which the traffic flows.

Unless our facts would make a difference, the placing of detour maintenance responsibility on the contractor by 1.4.8 of the highway specifications seems quite logical. Our problem is one involving a detour and maintenance of that detour is our question. I don't think we can say that article 1.4.8 of the highway specifications has no application because it is not to apply, by the terms of the specials, to "structures." The article has interpretive force by its mere presence as part of the contract. Furthermore, it is linked with article 1.4.7 of the highway specifications because, in our case, it is the "roadway" over which traffic is to be maintained.

Furthermore, the second paragraph of article 1.4.7 of the highway specifications states that no direct payment will be made to the contractor for any part of the work of providing for traffic. A like provision regarding removal of structures is included in 1.4.8 of the bridge specifications. But we have nevertheless agreed to pay $2,000 for these two tasks which would otherwise not be paid for as such. This direct payment seems more reason for construing the terms of the $2,000 item in our favor and for saying that maintenance of traffic must have been intended to include detour structure maintenance.

There is one argument for the contractor, however, in answer to the foregoing, which appears forceful.

On page 1 of the specials it says that the general execution of the contract shall be governed by the general provisions of the bridge specifications.

The bridge specifications state in article 1.4.1 that the intent of the plans and specifications is to "provide for the execution and completion in every detail of the work." If I were the contractor I would say that this means that unless a task was spelled out fairly clearly as one to be included in the "work," it was not meant that the contractor should do it. Also, since he must bid on the basis of extent of the work to be done, ambiguities such as this (whether to do or not to do) should be construed in his favor, as distinguished from ambiguities as to quality or quantity.

"Words and Phrases" was no help. The foregoing is all the pertinent matter I could find. I lean toward thinking the contractor must repair the detour structure but possibly you know several reasons why the other answer is the right one.

JOHN S. IRVIN
Staff Attorney

JSI:okr

RECEIVED
MAY 4 1962
FOR FILING

5951

April 20, 1962

Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Gentlemen:

Reference is made to Contract No. 5951 for the construction of Bridges Nos. 8573 and 8574, which are the Flint and Vancouver Avenue Overcrossings of I5 in Portland.

The special provisions for this contract include an item "Maintain traffic and remove detour structure." The detour structure was built by a previous contractor. The riding surface on the detour structure now needs maintenance, and, when the contractor was ordered to make repairs, he refused and took the stand that his contract did not require this work. His interpretation was that maintenance of traffic was not necessarily maintenance of structure or maintenance of roadway surface. This matter was referred to our legal counsel, who has now rendered an opinion that the contractor's interpretation is correct.

It is our proposal to have the necessary repair work to the roadway surface done by issuing an extra work order to the contractor. We are asking for your interpretation of the item in question and, if you concur, approve the extra work order for federal participation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

Mr. Forrest Cooper
cc Mr. Ivan Merchant
Mr. Lloyd Shaw

PMS:er hlb

FORM 2-123-X 80M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 20, 1962

Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Gentlemen:

Reference is made to Contract No. 5951 for the construction of Bridges Nos. 8573 and 8574, which are the Flint and Vancouver Avenue Overcrossings of I5 in Portland.

The special provisions for this contract include an item "Maintain traffic and remove detour structure." The detour structure was built by a previous contractor. The riding surface on the detour structure now needs maintenance, and, when the contractor was ordered to make repairs, he refused and took the stand that his contract did not require this work. His interpretation was that maintenance of traffic was not necessarily maintenance of structure or maintenance of roadway surface. This matter was referred to our legal counsel, who has now rendered an opinion that the contractor's interpretation is correct.

It is our proposal to have the necessary repair work to the roadway surface done by issuing an extra work order to the contractor. We are asking for your interpretation of the item in question and, if you concur, approve the extra work order for federal participation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

ORIGINAL SIGNED
P. M. STEPHENSON

P. M. Stephenson
Assistant State Highway Engineer

We concur in the opinion expressed above.

WE Lander 4-26-62
BPR

NOTED
P. M. STEPHENSON

FORM E-30X—50M —6-61— 36682

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
April 16, 1962

SUBJECT: Flint Ave. & Vancouver Ave. O'xing
Prefix: 626-1064
Contract: 5951
Bridge Nos. 8573 & 8574

To: Memo to the Files

The purpose of this memo is to correlate various pieces of correspondence and conversations relative to the maintenance of traffic on the Vancouver Avenue detour.

On March 26, 1962, Mr. Shotwell informed Kuckenburg Construction Company that maintenance work was required on the Vancouver Detour. On April 5, 1962, I informed the Kuckenburg Construction Company by inference that estimates on that project would be withheld until the patching was completed. On April 10, 1962, Kuckenburg Construction Company informed this office by letter that they did not consider that patching was included in the Item "Maintain traffic and remove detour structure".

On Tuesday, April 10, a conference was held in Mr. P. M. Stephenson's office to discuss the previous evidence. Present at this conference were Mr. P. M. Stephenson, Mr. Ivan Merchant, Mr. Lloyd P. Shaw and Mr. Al Rear. It was decided to inform Kuckenburg Construction Company that if action was not taken in repairing the detour that the work would be done by State forces and the cost deducted from future estimates.

On April 11 the Kuckenburg Construction Company was notified by letter that if the detour was not repaired by Monday, April 16, the State would accomplish the repairs and the cost would be deducted from the next estimate. On Friday, April 13, the Kuckenburg Construction Company repaired the surface of the Vancouver Detour which apparently is holding satisfactorily.

Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/dg
cc: P. M. Stephenson
Ivan Merchant
Robert Shotwell

RECEIVED
APR 17
OREGON
STATE HIGHWAY COMMISSION

FORM E-90 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 25, 1962
Salem 10, Oregon

SUBJECT: Kuckenberg Construction Co.
"Maintain Traffic" as
Including Maintenance of
Detour

To: Mr. P. M. Stephenson
Assistant Highway Engineer

OFFICE

In response to your question relative to the above matter, it is the opinion of the undersigned that Kuckenberg, the contractor in the above case, is not bound to repair the detour structure involved.

While Mr. John Irvin, staff attorney, leans the other way, I do not feel that we could prevail in this matter if we became involved in a legal contest.

For your information, I have attached hereto a copy of Mr. Irvin's research on the subject.

L. Lindas

L. I. LINDAS
Chief Counsel

LIL:dc
cc: Forrest Cooper
Attachment

RECEIVED
APR 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—6-61—38662

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1962

SUBJECT: Kuckenberg Construction Co.
"Maintain Traffic" as
Including Maintenance of
Detour

To: L. I. Lindas
Chief Counsel

Office

Though I can't definitely decide for myself which answer is correct, the following material seems important in determining whether Kuckenberg does or does not have the obligation to maintain the existing detour structure.

On page 2 of the special provisions under "Schedule of Operations" it is stated:

> " * * * Contractor may perform any work on Vancouver Avenue structure and site that does not interfere with traffic on Vancouver Avenue and the existing detour therefor, prior to routing traffic to Flint Avenue and the detour."

This doesn't help us much and I'm not sure what that last word "detour" refers to. But the detour structure to be removed is the "Vancouver Avenue structure." Undoubtedly the word "work" here refers generally to "work to be performed under the contract" but it does not, at least, close the door on detour maintenance.

The next material of interest in the special provisions is on page 4 under "Scope of the Work," namely articles 1.4.7 and 1.4.8. The latter is revised by the letter of July 18, 1961, which just precedes the telegram in the back of the special provisions booklet.

It is apparent, from the first paragraph under "Applicable Standard Specifications" on page 1 of the special provisions, that articles 1.4.7 and 1.4.8 of the special provisions are intended to modify, supplement or supersede the same-entitled articles in the Standard Specifications for Highway Bridge Construction. Evidently article 1.4.8 of the specials is to supplement article 1.4.8 of the bridge construction specifications. But whether article 1.4.7 of the specials is to modify, supplement or supersede is not too clear.

The last sentence of article 1.4.7 in the bridge specifications, if not superseded by the specials, puts detour maintenance expense on the contractor where the detour structure is "included" in the specials. A broad interpretation of "included" would make it appear that the contractor in this case, though he didn't build the structure, was to maintain it. This would seem to be correct when we note that the detour structure is referred to as "temporary" in this article of the bridge specifications and the detour structure we're worried about is a "temporary" one.

But in case the contractor says no, "included" means more than just mentioned and means that the specials must expressly require construction or maintenance of the detour structure before he can be saddled with maintenance (see the first sentence of article 1.4.7 of the bridge specifications), we still have some counterargument to use against him.

The specials definitely provide that traffic shall be "maintained over the existing Vancouver Avenue Detour structure." Whether this modifies, supplements or supersedes 1.4.7 of the bridge specifications, we still have it to interpret. Near the bottom of page 1 of the specials it says that details of construction and execution of work on structures shall be governed by the pertinent parts of the bridge specifications. Assuming that our question is a detail involved in the execution of work on structures, it appears that only articles 1.7.6 and 1.7.7 of the bridge specifications could give us any idea of what is meant by the phrase "traffic shall be maintained." Neither attempts to define "maintenance" of traffic. Article 1.7.6 seems primarily concerned with "convenience" to the public rather than traffic maintenance, although the distinction may be at times hazy. Article 1.7.7 seems primarily concerned with protection of the public and the workmen.

If we admit that the bridge specifications do not adequately define "maintenance" of traffic then we can look to other parts of the contract. The terms of articles 1.4.7 and 1.4.8 of the Standard Specifications for Highway Construction are enlightening. The fact that the numbers are the same as the article numbers of the corresponding provisions of the specials seems important, in the first place. Secondly 1.4.7 of the highway specifications obviously deals with what the specials have labeled "maintenance" of traffic. In that paragraph the contractor is required to "maintain" the roadways over which the traffic flows.

Unless our facts would make a difference, the placing of detour maintenance responsibility on the contractor by 1.4.8 of the highway specifications seems quite logical. Our problem is one involving a detour and maintenance of that detour is our question. I don't think we can say that article 1.4.8 of the highway specifications has no application because it is not to apply, by the terms of the specials, to "structures." The article has interpretive force by its mere presence as part of the contract. Furthermore, it is linked with article 1.4.7 of the highway specifications because, in our case, it is the "roadway" over which traffic is to be maintained.

Furthermore, the second paragraph of article 1.4.7 of the highway specifications states that no direct payment will be made to the contractor for any part of the work of providing for traffic. A like provision regarding removal of structures is included in 1.4.8 of the bridge specifications. But we have nevertheless agreed to pay $2,000 for these two tasks which would otherwise not be paid for as such. This direct payment seems more reason for construing the terms of the $2,000 item in our favor and for saying that maintenance of traffic must have been intended to include detour structure maintenance.

There is one argument for the contractor, however, in answer to the foregoing, which appears forceful.

On page 1 of the specials it says that the general execution of the contract shall be governed by the general provisions of the bridge specifications.

The bridge specifications state in article 1.4.1 that the intent of the plans and specifications is to "provide for the execution and completion in every detail of the work." If I were the contractor I would say that this means that unless a task was spelled out fairly clearly as one to be included in the "work," it was not meant that the contractor should do it. Also, since he must bid on the basis of extent of the work to be done, ambiguities such as this (whether to do or not to do) should be construed in his favor, as distinguished from ambiguities as to quality or quantity.

"Words and Phrases" was no help. The foregoing is all the pertinent matter I could find. I lean toward thinking the contractor must repair the detour structure but possibly you know several reasons why the other answer is the right one.

JOHN S. IRVIN
Staff Attorney

JSI:ckr

RECEIVED
MAY [illegible] 1962

FOR FIL

I-5-6(26)708

5951

KUCKENBERG CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET
PORTLAND 20, OREGON
BUS. PHONE:
ALPINE 3-7533

April 11, 1962

Oregon State Highway Department
Salem
Oregon

Re: Flint-Vancouver Ave. O'Xing
Contract: #5951

Attention: Mr. P. M. Stephenson,
Asst. State Highway Engineer

Dear Steve:

As per our conversation this date I am enclosing herewith copies of correspondence referring to demands made on us to repair and maintain Vancouver Avenue detour.

After you have read this please contact me so that we will know how to proceed.

With kind personal regards,

KUCKENBERG CONSTRUCTION CO., INC.

Henry Kuckenberg
Henry Kuckenberg, President

HK:mn
Enclosures

RECEIVED
APR 12 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. STEPHENSON

FORM [illegible]-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

April 11, 1962

Kuckenberg Construction Company
11104 N. E. Holman Street
Portland, Oregon

Re: Flint Ave.- Vancouver Ave.
O'xing
Prefix: 626-1064
Contract: 5951
Bridge No's. 8573 & 8574

Gentlemen:

This will acknowledge receipt of your letter of April 10, 1962, in which you explain what you thought was intended to be included in Item 26, "maintain traffic and remove detour structure".

It is regrettable that you misinterpreted the intention and the text of the plans and specifications. However, as you know, that is one of the hazards of bidding these projects. Paragraph 1.3.3 of the Standard Specifications require that you fully examine the plans, specifications and the site and be fully informed as to the character of work required. This paragraph of the Standard Specifications also states that the State will in no case be responsible for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in advance in regard to all conditions pertaining to the work.

Our Resident Engineer issued instructions consistent with his interpretation of the plans and specifications. These instructions are valid instructions and cannot be disregarded. There is apparently a question in your mind as to compensation for the patching work requested by Mr. Shotwell's letter of March 26, 1962. Provision is made in the specifications for resolving such differences of opinion. The fact that there is an apparent difference of opinion as to compensation for your patching work has no bearing on the fact that the patching work is necessary and that valid instructions were issued to proceed with the work.

RECEIVED
APR 13 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. [illegible]

This letter will serve to notify you that if the detour surface is not repaired in a satisfactory manner by Monday, April 16, 1962, the State will accomplish the repairs and the cost will be deducted from your next estimate in accordance with Paragraph 1.8.8 of the Standard Specifications.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

by:
Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/dg
cc: P. M. Stephenson ✓
Ivan Merchant
Robert Shotwell
Emery Johnston

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET

BUS. PHONE:
ALPINE 3-7533

PORTLAND 20, OREGON

April 10, 1962.

Oregon State Highway Department
5821 N. E. Glisan
Portland 13, Oregon

Re: Flint Ave -Vancouver Ave.
O'xing
Prefix: 626-1064
Contract: 5951

Attention: Mr. Lloyd P. Shaw
Metropolitan Engineer

Gentlemen:

Replying to your letter of March 26, 1962, in which you request us to do whatever patching is necessary on the detour. I presume that you are referring to Item 26 in the above contract which reads as follows, "maintain traffic and remove detour structures." We see no relation between our repairing or maintaining the detour and or the structure versus maintaining traffic and remove structure.

We are enclosing Websters definition of the words "Maintain - Traffic", and we see no connection to maintaining and or repairing roadway or detour structures. If item 26 stated in the specifications or on the plans that it covered maintenance, repair, or patching of the roadway, structures, or detour, we would then have included an amount in our bid to take care of same. But our bid on Item 26 specifically covers the removal of the detour structure as well as allowing traffic to continue on the detour structure without interference of our equipment or our operations.

In conclusion we do not feel that it is our responsibility to patch or maintain the roadway, structure or detour section, and if you order us to do this work, we feel it should be on a force account order. We might also add that in the past contracts that we have had with the State Highway Department that when traffic has been allowed to proceed on either temporary structures or roadway detours that the State Highway Department have always taken care of the maintenance with their own forces or issued an extra order for us to take care of same.

We hope to hear from you at an early date.

Very truly youre,

KUCKENBERG CONSTRUCTION CO. INC.

HK:gl

Henry Kuckenberg, President.

TRAFFIC	1. Archaic. Trade between distant countries, communities, etc.; commerce. 2. The business of transporting passengers, goods, merchandise, etc., as on railroad or steamship lines; ---chiefly in attributive use; as, the traffic interests were represented. 3. The business of bartering or buying and selling; trade; as, to carry on traffic with the Indians; ---sometimes implying venality, etc; as, traffic in votes. 4. Dealings; intercourse; familiarity. 5. That which is transported; hence; a The total of passengers or freight transported by a public carrier or carriers within a specified or implied period. b The total of communications, as of telephone calls or telegraphed messages. 6. The flow of pedestrians and vehicles along a street or highway, of communications by wire, etc; as, the traffic was diverted during the fire.
MAINTAIN	1. To continue or persevere in or with; to carry on. 2. To keep possession of. 3. To hold or keep in any condition, esp. in a state of efficiency or validity; to support, sustain, or uphold; to keep up. 4. To uphold and defend. 5. To affirm; esp., to assert as true or as subject to proof; also, to support or defend by argument. 6. To bear the expense of; support.

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

April 5, 1962

Kuckenberg Construction Company
11104 N. E. Holman Street
Portland, Oregon

Flint Ave. & Vancouver Ave.
O'xing
Prefix: 626-1064
Contract: 5951

Gentlemen:

On March 26, 1962, our Resident Engineer, Mr. R. E. Shotwell, wrote to you in regard to the Vancouver Avenue detour and requested that you do whatever patching is necessary. These instructions were issued to ask compliance with Article 1.4.7 on page 4 of the Special Provisions for this project and 1.5.1 of the Standard Specifications.

To date, there has been no apparent effort to repair the A-C surface. Since you have failed to carry out and fulfill the instructions of our resident engineer, it leaves me no choice but to inform you that the alternative provision of paragraph 1.5.1 of the Standard Specifications must be enforced.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By: Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/bb
cc: G. S. Paxson
Ivan Merchant
R. E. Shotwell

FORM 8-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR
LEONARD I. LINDAS
CHIEF COUNSEL

March 26,1962

Kuekenberg Construction Company
11104 N.E. Holman Street
Portland 20 , Oregon

Gentlemen :

This is to inform you that Maintenance work is required on the roadway surface of the Vancouver Ave. detour structure . Asphaltic Concrete patching is necessary on both the structure and approaches . This type of maintenance would appear to be a continual thing .

In the future please inform your job superintendent of this respnsibility .

Very Truly Yours

R E Shotwell
Robert E. Shotwell
Resident Bridge Engineer

cc: Ivan Merchant
Lloyd Shaw
Files

cc. Job Office
3/27/62
mm

RECEIVED
APR 6 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

[illegible]

5951

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

April 5, 1962

Kuokenberg Construction Company
11104 N. E. Holman Street
Portland, Oregon

Flint Ave. & Vancouver Ave.
O'xing
Prefix: 626-1064
Contract: 5951

Gentlemen:

On March 26, 1962, our Resident Engineer, Mr. R. E. Shotwell, wrote to you in regard to the Vancouver Avenue detour and requested that you do whatever patching is necessary. These instructions were issued to ask compliance with Article 1.4.7 on page 4 of the Special Provisions for this project and 1.5.1 of the Standard Specifications.

To date, there has been no apparent effort to repair the A-C surface. Since you have failed to carry out and fulfill the instructions of our resident engineer, it leaves me no choice but to inform you that the alternative provision of paragraph 1.5.1 of the Standard Specifications must be enforced.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By: Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/bb
cc: G. S. Paxson
Ivan Merchant
R. E. Shotwell

RECEIVED
APR 6 1962
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5821 N. E. Glisan Street
Portland 13, Oregon

FOR FILING
1962

5951

March 2, 1962

Kuckenberg Construction Company
11104 N. E. Holman Street
Portland 20, Oregon

Gentlemen:

Your letter of February 20 to Mr. Robert Shotwell, in which you take exception to the action of our resident engineer in his handling of your protest of workday charges, has been forwarded to this office.

Mr. Shotwell is governed by the third paragraph under the heading "Time for Completion of Work and Liquidated Damages", found on page 25 of the Special Provisions for contract 5951. His personal feelings, as to whether or not the specifications are just, have no bearing on whether or not he assesses a workday charge.

The Vancouver Avenue site was made available to you on November 13, 1961 in Mr. Shotwell's letter dated November 8, 1961 and also in a letter from this office on the same date. Your letter on November 9, 1961 to Mr. Stephenson acknowledges that he also consented to allow you to move in on the site. This establishes the commencement of workday charges as November 23, 1961, ten days following the notification of the availability of the site. From this date forward, Mr. Shotwell can consider only the reasons set forth on page 25 of the Special Provisions in assessing workday charges.

The fact that another contractor is operating in the same area is not denied, however, the existence of another contractor is not listed as one of the twelve reasons considered as preventing you from 60 per cent of daily productiveness normally possible at this stage of construction under favorable conditions.

RECEIVED
MAR 5 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. STEPHENSON

The existence of water on the grade is considered to be normal. This condition exists following each rain. The fact that water remains on the grade and interferes with your work is apparently a condition which you choose to live with. Other contractors have chosen to remove the water and proceed with their work.

The Oregon State Highway Department does not expect you to do grading work which is covered under another contract. You are further cautioned that if you undertake any grading work covered by another contract, prior to instructions to do so by the Highway Department, you are not entitled to compensation for such work.

Mr. Shotwell has been instructed to continue to assess workday charges against your contract in accordance with the procedure outlined on page 25 of the Special Provisions for contract 5951. Each letter of protest has in the past and will in the future be analyzed to determine whether a workday has been charged when it shouldn't have been. When it becomes apparent that we have made an error in judgment of what is or is not a workday, we will certainly rectify the error. Your letters of protest are being kept on file to substantiate any claim you may have for additional time to complete your contract. This subject is handled elsewhere in the Special Provisions.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By: Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/bb
cc: P. M. Stephenson
Ivan Merchant
Frank Morgan
Robert Shotwell
James Don

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET
PORTLAND 20, OREGON

BUS. PHONE:
~~ALpine 3-7333~~
BE 6 5434

200 N.E. Glisan St.
Portland, Oregon
February 20, 1962

Oregon State Highway Department
P.O. Box 174
Beaverton, Oregon

Re: Flint-Vancouver Ave. U'xings
Contract # 5951

Attention: Mr. R. E. Shotwell, Res. Bridge Engineer

Gentlemen:

We are in receipt of your Report on Contractor's Protest of Workday Charges in which you denied our request for the return of the 3 days charged during the week January 15 through 19, 1962. On this report you state overall efficiency is not below 60% and that both sites are available.

The Vancouver site was not accesible on the above dates and is not accessible as of this writing. This date we checked the site. The sewer contractor is blocking the grade with his forces and equipment. There is an average of two to three feet of mud above grade over the site, the berm on the freeway centerline is approximately five feet above grade. Water is trapped over the entire area making it a sea of mud, the material is completely saturated, unworkable and unusable in this condition. In short, the grading work to be done by others is not completed to the point ~~it~~ is ready and available for our bridge work. When it can and will be completed is a question entirely dependent on the weather. We know it cannot be started until the rains cease and the area dries up a great deal. Until this grading work is completed to grade we cannot understand your statement that both sites are available. Are we expected to do the grading work which is covered under another contract? It would be an impossibility to construct our drilled columns and footings under the existing conditions.

We feel these factors should definitely be considered in determining workday count for this period and also in the future.

As stated in our letter of protest dated February 14, 1962, we believe the 60% efficiency required for a workday charge was meant to cover an entire project, not just a portion of it.

We refer you to our letter of December 11, 1961. There in we inform you we had completed all work accessible to us on the Vancouver site.

KUCKENBERG CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET
BUS. PHONE:
ALPINE 3-7533
PORTLAND 20, OREGON

Since this comprises more than 50% of the work remaining, we requested you cease workday count until the area was completely accessible. This you did not do.

We are hereby requesting the return of the 33 days charged since our letter of December 11, 1961, and further request no workday charges until such a time the Vancouver site is accessible, the grading work completed.

Yours truly,

KUCKENBERG CONSTRUCTION CO., INC.

R. A. Mortensen, Gen. Supt.

RAM:ep
cc: main office
files.

METROPOLITAN ENGINEER
RECEIVED

RECEIVED
FORM E-120-X 50M 1-61
NOV 15 1961
FOR FILING

Dorothy

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]

5951

November 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 N. E. Cottage
Salem, Oregon

Dear Mr. Polk:

Re: East Bank Freeway (Portland)
Contract No. 5951
FAP I-5-6([illegible])303

Kuckenberg Construction Company, Inc. began work on the East Bank Freeway (Portland) bridge construction project on the Pacific Highway in Multnomah County, Contract No. 5951, FAP No. I-5-6([illegible])303, on November 13, 1961.

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: D. B. Parkes
J. W. Nash
Floyd Query

NOTED
C. W. HEAD

RECEIVED
OV 15 1961
FOR F

7-5-6(26)203

5951

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET
PORTLAND 20, OREGON

BUS. PHONE:
ALPINE 3-7533

November 9, 1961.

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. P. M. Stephenson
Ass't State Highway Engineer

Gentlemen:

As per our conversation of November 8, 1961 it is our understanding that we will be permitted to start work on the Flint - Vancouver Avenue undercrossings, Contract No. 5951 on Monday November 13, 1961. We have therefore ordered our drill machine on the job and ready to start work as of that date.

We wish to again protest the deliberate delays which were caused by other contractors and held up our starting this project. We expect to file claim for the cost of this delay and trust that same will be accepted by you.

Very truly yours,

KUCKENBERG CONSTRUCTION CO. INC.

Henry Kuckenberg

Henry Kuckenberg, President.

HK:gl
cc: Lloyd Shaw
cc: Job office

cc referred to Construction Division November 14th. er

RECEIVED
NOV 13 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. STEPHENSON

RECEIVED
NOV 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 21 1961
FOR FILES

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. J- - . 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 10-20-61	COUNTY Multnomah
5951		PROJECT NO. I-5-6(26)303

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 Vancouver Ave.,
Flint Ave. & Hassalo St.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-61	0.08
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 963,666.00	$ 886,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~BY~~ C. C. Polk
(Division Engineer)

By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer October 20, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Vancouver, Flint, Holladay-Hassalo Structures, Project No. I-5-6(26)303.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

August 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Vancouver, Flint and Holladay-Hassalo Structures, Project No. I-5-6(26)303.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

Oregon State Highway Department

Federal Aid
Project No. I-5-6(26)303

VANCOUVER, FLINT, HOLLADAY-HASSALO STRUCTURES

ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 7, 1961

Type Code X721
Flint Ave. U'xing (Br. #8573)(Sta. 348+83.09)(Contract 5951)

ROADWAY

Removal of Concrete and Masonry	All Required (70%)			$ 1,050.00
Drainage Excavation, Unclassified	100	cu.yd.	$3.00	300.00
Embankment in Place	54	cu.yd.	1.25	67.50
8-inch Corrugated Metal Pipe	110	lin.ft.	3.50	385.00
8-inch Sewer Pipe	295	lin.ft.	2.00	590.00
Special Concrete Inlets	4	only	80.00	320.00
Adjustment of Manholes	4	only	75.00	300.00
Adjustment of Inlets	2	only	50.00	100.00
Concrete Curbs	12	cu.yd.	45.00	540.00
Concrete Walks	210	sq.yd.	4.75	997.50
Guard Rail, Barricade, Salvage and Construct	All Required (70%)			350.00
Course Crushed Material in Base	830	cu.yd.	3.50	2,905.00
3/4" - 0 Material in Base	85	cu.yd.	4.00	340.00
Sprinkling	12	M-gal.	5.00	60.00
Class "B" Asphaltic Concrete	185	ton	8.25	1,526.25
				$ 9,831.25

STRUCTURE

Furnish Treated Timber Piling	890	lin.ft.	$1.05	$ 934.50
Drive Timber Piles	21	only	40.00	840.00
Drilled Columns	775	lin.ft.	17.65	13,678.75
Drilled Column Footings	All Required (60%)			19,629.36
Class "A" Concrete (2,585 cu.yd.)	All Required (52%)			151,057.40
Metal Reinforcement (868,000 lb.)	All Required (53%)			105,205.00
Metal Parapet Rail	1,044	lin.ft.	6.50	6,786.00
8-inch Standard Steel Pipe	180	lin.ft.	10.00	1,800.00
8-inch Metal Drain Pipe	20	lin.ft.	3.50	70.00
Maintain Traffic and Remove Detour Structure	All Required (25%)			500.00
				$300,501.01
			Flint Ave. Subtotal	$310,332.26

Type Code X721
Vancouver Ave. U'xing (Br. #8574)(Sta. 353+93.13)(Contract 5951)

ROADWAY

Removal of Concrete and Masonry	All Required (30%)			$ 450.00
Drainage Excavation, Unclassified	130	cu.yd.	$3.00	390.00

Embankment in Place	656	cu.yd.	$1.25	$ 820.00
8-inch Sewer Pipe	395	lin.ft.	2.00	790.00
Concrete Inlets, Type "G"	1	only	75.00	75.00
Special Concrete Inlets	4	only	80.00	320.00
Adjustment of Manholes	4	only	75.00	300.00
Concrete Curbs	16	cu.yd.	45.00	720.00
Concrete Walks	150	sq.yd.	4.75	712.50
Guard Rail, Barricade, Salvage and Construct	All	Required (30%)		150.00
Coarse Crushed Material in Base	400	cu.yd.	3.50	1,400.00
3/4" - 0 Material in Base	65	cu.yd.	4.00	260.00
Sprinkling	23	M-gal.	5.00	115.00
Class "B" Asphaltic Concrete	185	ton	8.25	1,526.25
				$ 8,028.75

STRUCTURE

Furnish Treated Timber Piling	2,655	lin.ft.	1.05	2,787.75
Drive Timber Piles	53	only	40.00	2,120.00
Drilled Columns	485	lin.ft.	17.65	8,560.25
Drilled Column Footings	All	Required (40%)		13,086.24
Class "A" Concrete (2,360 cu.yd.)	All	Required (48%)		139,437.60
Metal Reinforcement (77[illegible],000 lb.)	All	Required (47%)		93,295.00
Metal Parapet Rail	980	lin.ft.	6.50	6,370.00
8-inch Standard Steel Pipe	200	lin.ft.	10.00	2,000.00
8-inch Metal Drain Pipe	35	lin.ft.	3.50	122.50
Maintain Traffic and Remove Detour Structure	All	Required (75%)		1,500.00
				$269,279.34
		Vancouver Ave. Subtotal		$277,308.09

Type Code X281
Hassalo-Holladay Street O'xing (Br. #[illegible]) (Sta. 373+85 to Sta. 378+22)
(Contract 5[illegible]52)

ROADWAY

Drainage Excavation, Unclassified	100	cu.yd.	$4.80	$ 480.00
8-inch Sewer Pipe	330	lin.ft.	2.00	660.00
Special Concrete Inlets	5	only	75.00	375.00
				$ 1,515.00

STRUCTURE

Furnish Steel Shells	2,200	lin.ft.	3.15	6,930.00
Drive Steel Shells	50	only	51.00	2,550.00
Class "A" Concrete (1,788 cu.yd.)	All	Required		9[illegible],340.00
Metal Reinforcement (360,000 lb.)	All	Required		46,800.00
40'-45' Type III Prestressed Beams	12	only	645.00	7,740.00

55'-60' Type III Prestressed Beams	12 only	$900.00	$ 10,800.00
60'-65' Type III Prestressed Beams	56 only	987.50	55,300.00
75'-80' Type IV Prestressed Beams	14 only	1,517.00	21,238.00
Metal Parapet Railing	875 lin.ft.	6.50	5,687.50
8-inch Metal Drain Pipe	175 lin.ft.	3.10	542.50
6-inch Standard Steel Pipe	100 lin.ft.	11.50	1,150.00
Concrete Slab Riprap	950 sq.yd.	7.00	6,650.00

ALTERNATE "B" (DRILLED COLUMNS & FOOTINGS)

Drilled Columns	700 lin.ft.	$16.30	$ 11,410.00
Drilled Column Footings	All Required		11,767.00
			$286,905.00
Hassalo-Holladay (Alternate "B") Subtotal			$288,420.00
Subtotal			$876,060.35
10% Engr. & Cont.			87,605.65
Total			$963,666.00

Length of 3 Structures - - - - - - - 0.083 Mile

Federal Funds -	$886,000.00
State Funds -	77,666.00
	$963,666.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-6(26)303

VANCOUVER, FLINT, HOLLADAY-HASSALO STRUCTURES
ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 17, 1961

Type Code X721
Flint Ave. U'xing (Br. #8573) (Sta. 348+83.09)

Roadwork

Removal of Concrete and Masonry	All Required (70%)		$ 350.00
Drainage Excavation, Unclassified	100 cu. yds.	$ 4.00	400.00
Embankment in Place	54 cu. yds.	1.50	81.00
8-inch Corrugated Metal Pipe	110 lin. ft.	2.50	275.00
8-inch Sewer Pipe	295 lin. ft.	2.00	590.00
Special Concrete Inlets	4 only	100.00	400.00
Adjustment of Manholes	4 only	50.00	200.00
Adjustment of Inlets	2 only	30.00	60.00
Concrete Curbs	12 cu. yds.	38.00	456.00
Concrete Walks	210 sq. yds.	3.50	735.00
Guard Rail, Barricade, Salvage and Construct	All Required (70%)		420.00
Coarse Crushed Material in Base	830 cu. yds.	4.25	3,527.50
3/4" - 0 Material in Base	85 cu. yds.	4.50	382.50
Sprinkling	12 M-gal.	3.00	36.00
Class "B" Asphaltic Concrete	185 tons	9.00	1,665.00
			$ 9,578.00

Structure

Furnish Treated Timber Piling	890 lin. ft.	$ 1.50	$ 1,335.00
Drive Timber Piles	21 only	60.00	1,260.00
Drilled Columns	775 lin. ft.	20.00	15,500.00
Drilled Column Footings	All Required (60%)		12,000.00
Class "A" Concrete (2,585 cu.yds. at $65.00)	All Required (52%)		168,025.00
Metal Reinforcement (868,000 lbs. at $0.125)	All Required (53%)		108,500.00
Metal Parapet Rail	1,044 lin. ft.	8.00	8,352.00
8-inch Standard Steel Pipe	180 lin. ft.	11.00	1,980.00
8-inch Metal Drain Pipe	20 lin. ft.	4.00	80.00
Maintain Traffic & Remove Detour Structure	All Required (25%)		1,000.00
			$318,032.00
Flint Ave. Subtotal			$327,610.00

Type Code X721
Vancouver Ave. U'xing (Br. #8574) (Sta. 353+93.13)

Roadway

Removal of Concrete and Masonry	All Required (30%)		$ 150.00
Drainage Excavation, Unclassified	130 cu. yds.	$ 4.00	520.00
Embankment in Place	656 cu. yds.	1.50	984.00
8-inch Sewer Pipe	395 lin. ft.	2.00	790.00
Concrete Inlets, Type "G"	1 only	90.00	90.00
Special Concrete Inlets	4 only	100.00	400.00
Adjustment of Manholes	4 only	50.00	200.00
Concrete Curbs	16 cu. yds.	38.00	608.00

Concrete Walks	150	sq. yds.	$ 3.50	$ 525.00
Guard Rail, Barricade, Salvage & Construct	All	Required	(30%)	180.00
Coarse Crushed Material in Base	400	cu. yds.	4.25	1,700.00
3/4" - 0 Material in Base	65	cu. yds.	4.50	292.50
Sprinkling	23	M-gals.	3.00	69.00
Class "B" Asphaltic Concrete	185	tons	9.00	1,665.00
				$ 8,173.50

Structure

Furnish Treated Timber Piling	2,655	lin. ft.	$ 1.50	$ 3,982.50
Drive Timber Piles	53	only	60.00	3,180.00
Drilled Columns	485	lin. ft.	20.00	9,700.00
Drilled Column Footings	All	Required	(40%)	8,000.00
Class "A" Concrete (2,360 cu.yds. at $65.00)	All	Required	(48%)	153,400.00
Metal Reinforcement (778,000 lbs. at $0.125)	All	Required	(47%)	97,250.00
Metal Parapet Rail	980	lin. ft.	8.00	7,840.00
8-inch Standard Steel Pipe	200	lin. ft.	11.00	2,200.00
8-inch Metal Drain Pipe	35	lin. ft.	4.00	140.00
Maintain Traffic & Remove Detour Structure	All	Required	(75%)	3,000.00
				$288,692.50
		Vancouver Ave, Subtotal		$296,866.00

Type Code X281

Hassalo-Holladay Street O'xing (Br. #8583) (Sta. 373+85 to Sta. 378+22)

Roadway

Drainage Excavation, Unclassified	100	cu. yds.	$ 4.00	$ 400.00
8-inch Sewer Pipe	330	lin. ft.	2.00	660.00
Special Concrete Inlets	5	only	100.00	500.00
				$ 1,560.00

Structure

Furnish Steel Shells	2,200	lin. ft.	$ 3.50	$ 7,700.00
Drive Steel Shells	50	only	55.00	2,750.00
Class "A" Concrete (1,788 cu.yds. at $65.00)	All	Required		116,220.00
Metal Reinforcement (360,000 lbs. at $0.125)	All	Required		45,000.00
40' - 45' Type III Prestressed Beams	12	only	700.00	8,400.00
55' - 60' Type III Prestressed Beams	12	only	1,000.00	12,000.00
60' - 65' Type III Prestressed Beams	56	only	1,100.00	61,600.00
75' - 80' Type IV Prestressed Beams	14	only	1,700.00	23,800.00
Metal Parapet Railing	875	lin. ft.	6.00	5,250.00
8-inch Metal Drain Pipe	175	lin. ft.	4.00	700.00
6-inch Standard Steel Pipe	100	lin. ft.	10.00	1,000.00
Concrete Slab Riprap	950	sq. yds.	7.50	7,125.00
				$291,545.00

Alternate "A" (Conventional Footings)

Structural Excavation	1,050 cu. yds.	$ 5.00	$ 5,250.00
Class "A" Concrete (334 cu. yds. at $60.00)	All Required		20,040.00
Metal Reinforcement (28,500 lbs. at $0.125)	All Required		3,562.50
Furnish Treated Timber Piling	12,060 lin. ft.	1.50	18,090.00
Drive Timber Piles	402 only	50.00	20,100.00
			$ 67,042.50

Alternate "B" (Drilled Columns & Footings)

Drilled Columns	700 lin. ft.	$ 20.00	$ 14,000.00
Drilled Column Footings	All Required		10,000.00
			$ 24,000.00

Hassalo-Holladay Using Alternate "B" Subtotal	$ 317,105.00
Subtotal	$ 941,581.00
10% Engr. & Cont.	94,158.00
Total	$1,035,739.00

Length of 3 Structures . . . . 0.083 Miles

Federal Funds	$ 947,000.00
State Funds	88,739.00
	$1,035,739.00

VANCOUVER, FLINT, HOLLADAY-HASSALO STRUCTURES

PROJECT NO. I-5-6(26)303

Prestressed Beam Quantities

40'-45' Beam

Overhead		$ 136.50
Metal Reinforcement	842 lbs. at $0.125	105.25
Prestress Steel	341 lbs. at $0.45	153.45
Class "A-A" Concrete	6.35 cu. yds. at $48.00	304.80
		$ 700.00

55'-60' Beam

Overhead		$ 127.50
Metal Reinforcement	1,165 lbs. at $0.125	145.63
Prestress Steel	873 lbs. at $0.40	349.20
Class "A-A" Concrete	8.79 cu. yds. at $43.00	377.97
		$1,000.00

60'-65' Beam

Overhead		$ 141,20
Metal Reinforcement	1,117 lbs. at $0.125	139.63
Prestress Steel	1,011 lbs. at $0.40	404.40
Class "A-A" Concrete	9.65 cu. yds. at $43.00	474.95
		$1,100.00

75'-80' Beam

Overhead		$ 204.47
Metal Reinforcement	1,545 lbs. at $0.125	193.13
Prestress Steel	1,641 lbs. at $0.40	656.40
Class "A-A" Concrete	17.0 cu. yds. at $38.00	646.00
		$1,700.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(26)303

VANCOUVER, FLINT, HOLLADAY-HASSALO STRUCTURES

ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 10, 1961

Type Code X721
Flint Ave. U'xing (Br. #8573)(Sta. 348+83.09)

Roadwork

Removal of Concrete and Masonry	All	Required (70%)		$ 350.00
Drainage Excavation, Unclassified	100	cu.yds.	$ 4.00	400.00
Embankment in Place	54	cu.yds.	1.50	81.00
8-inch Corrugated Metal Pipe	110	lin.ft.	2.50	275.00
8-inch Sewer Pipe	295	lin.ft.	2.00	590.00
Special Concrete Inlets	4	only	100.00	400.00
Adjustment of Manholes	4	only	50.00	200.00
Adjustment of Inlets	2	only	30.00	60.00
Concrete Curbs	12	cu.yds.	38.00	456.00
Concrete Walks	210	sq.yds.	3.50	735.00
Guard Rail, Barricade, Salvage and Construct	All	Required (70%)		420.00
Coarse Crushed Material in Base	830	cu.yds.	4.25	3,527.50
3/4" - 0 Material in Base	85	cu.yds.	4.50	382.50
Sprinkling	12	M-gals.	3.00	36.00
Class "B" Asphaltic Concrete	185	tons	9.00	1,665.00
				$ 9,578.00

Structure

Furnish Treated Timber Piling	890	lin.ft.	$ 1.50	$ 1,335.00
Drive Timber Piles	21	only	60.00	1,260.00
Drilled Columns	775	lin.ft.	20.00	15,500.00
Drilled Column Footings	All	Required (60%)		12,000.00
Class "A" Concrete (2,585 cu.yds. at $65.00)	All	Required (52%)		168,025.00
Metal Reinforcement (868,000 lbs. at $0.125)	All	Required (53%)		108,500.00
Metal Parapet Rail	1,044	lin.ft.	8.00	8,352.00
8-inch Standard Steel Pipe	180	lin.ft.	11.00	1,980.00
8-inch Metal Drain Pipe	20	lin.ft.	4.00	80.00
Maintain Traffic & Remove Detour Structure	All	Required (25%)		1,000.00
				$ 318,032.00

Flint Ave. Subtotal $ 327,610.00

Type Code X721
Vancouver Ave. U'xing (Br. #8574)(Sta. 353+93.13)

Roadway

Removal of Concrete and Masonry	All Required (30%)		$ 150.00
Drainage Excavation, Unclassified	130 cu.yds.	$ 4.00	520.00
Embankment in Place	656 cu.yds.	1.50	984.00
8-inch Sewer Pipe	395 lin.ft.	2.00	790.00
Concrete Inlets, Type "G"	1 only	90.00	90.00
Special Concrete Inlets	4 only	100.00	400.00
Adjustment of Manholes	4 only	50.00	200.00
Concrete Curbs	16 cu.yds.	38.00	608.00
Concrete Walks	150 sq.yds.	3.50	525.00
Guard Rail, Barricade, Salvage and Construct	All Required (30%)		180.00
Coarse Crushed Material in Base	400 cu.yds.	4.25	1,700.00
3/4" - 0 Material in Base	65 cu.yds.	4.50	292.50
Sprinkling	23 M-gals.	3.00	69.00
Class "B" Asphaltic Concrete	185 tons	9.00	1,665.00
			$ 8,173.50

Structure

Furnish Treated Timber Piling	2,655 lin.ft.	$ 1.50	$ 3,982.50
Drive Timber Piles	53 only	60.00	3,180.00
Drilled Columns	485 lin.ft.	20.00	9,700.00
Drilled Column Footings	All Required (40%)		8,000.00
Class "A" Concrete (2,360 cu.yds. at $65.00)	All Required (48%)		153,400.00
Metal Reinforcement (778,000 lbs. at $0.125)	All Required (47%)		97,250.00
Metal Parapet Rail	980 lin.ft.	8.00	7,840.00
8-inch Standard Steel Pipe	200 lin.ft.	11.00	2,200.00
8-inch Metal Drain Pipe	35 lin.ft.	4.00	140.00
Maintain Traffic and Remove Detour Structure	All Required (75%)		3,000.00
			$ 288,692.50
	Vancouver Ave. Subtotal		$ 296,866.00

Type Code X281
Hassalo-Halladay Street O'xing (Br. #8583)(Sta. 373+85 to Sta. 378+22)

Roadway

Drainage Excavation, Unclassified	60 cu.yds.	$ 4.00	$ 240.00
8-inch Sewer Pipe	190 lin.ft.	2.00	380.00
Extra for Pipe Under Pavement	120 lin.ft.	3.50	420.00
Special Concrete Inlets	2 only	100.00	200.00
			$ 1,240.00

Structure

Furnish Steel Shells	2,200	lin.ft.	$ 3.50	$ 7,700.00
Drive Steel Shells	50	only	55.00	2,750.00
Class "A" Concrete (1,788 cu.yds. at $65.00)	All	Required		116,220.00
Metal Reinforcement (360,000 lbs. at $0.125)	All	Required		45,000.00
40'-45' Type III Prestressed Beams	12	only	700.00	8,400.00
55'-60' Type III Prestressed Beams	12	only	1,000.00	12,000.00
60'-65' Type III Prestressed Beams	56	only	1,100.00	61,600.00
75'-80' Type IV Prestressed Beams	14	only	1,700.00	23,800.00
Metal Parapet Railing	875	lin.ft.	6.00	5,250.00
8-inch Metal Drain Pipe	175	lin.ft.	4.00	700.00
6-inch Standard Steel Pipe	50	lin.ft.	10.00	500.00
Concrete Slab Riprap	950	sq.yds.	7.50	7,125.00
				$ 291,045.00

Alternate "A" (Conventional Footings)

Structural Excavation	1,050	cu.yds.	$ 5.00	$ 5,250.00
Class "A" Concrete (334 cu.yds. at $60.00)	All	Required		20,040.00
Metal Reinforcement (28,500 lbs. at $0.125)	All	Required		3,562.50
Furnish Treated Timber Piling	12,060	lin.ft.	1.50	18,090.00
Drive Timber Piles	402	only	50.00	20,100.00
				$ 67,042.50

Alternate "B" (Drilled Columns & Footings)

Drilled Columns	700	lin.ft.	$ 20.00	$ 14,000.00
Drilled Column Footings	All	Required		10,000.00
				$ 24,000.00

Hassalo-Holladay Using Alternate "B" Subtotal	$ 316,285.00
Subtotal	$ 940,761.00
10% Engr. & Cont.	94,076.00
Total	$1,034,837.00

Length of 3 Structures - - - - 0.083 Mile

Federal Funds	$ 947,000.00
State Funds	87,837.00
	$1,034,837.00

VANCOUVER, FLINT, HOLLADAY-HASSALO STRUCTURES

PROJECT NO. I-5-6(26)303

Prestressed Beam Quantities

40'-45' Beam

Overhead		$ 136.50
Metal Reinforcement	842 lbs. at $0.125	105.25
Prestress Steel	341 lbs. at $0.45	153.45
Class "A-A" Concrete	6.35 cu.yds. at $48.00	304.80
		$ 700.00

55'-60' Beam

Overhead		$ 127.50
Metal Reinforcement	1,165 lbs. at $0.125	145.63
Prestress Steel	873 lbs. at $0.40	349.20
Class "A-A" Concrete	8.79 cu.yds. at $43.00	377.97
		$1,000.00

60'-65' Beam

Overhead		$ 141.20
Metal Reinforcement	1,117 lbs. at $0.125	139.63
Prestress Steel	1,011 lbs. at $0.40	404.40
Class "A-A" Concrete	9.65 cu.yds. at $43.00	474.95
		$1,100.00

75'-80' Beam

Overhead		$ 204.47
Metal Reinforcement	1,545 lbs. at $0.125	193.13
Prestress Steel	1,641 lbs. at $0.40	656.40
Class "A-A" Concrete	17.0 cu.yds. at $38.00	646.00
		$1,700.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(26)303

VANCOUVER, FLINT, HOLLADAY-HASSALO STRUCTURES

ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 30, 1961

7

Type Code X221
Flint Ave. U'xing (Br. #8573)(Sta. 348+83.09)

Roadwork			
Removal of Concrete and Masonry	All Required (70%)		$ 350.00
Drainage Excavation, Unclassified	100 cu.yds.	$ 4.00	400.00
Embankment in Place	54 cu.yds.	1.50	81.00
8-inch Corrugated Metal Pipe	110 lin.ft.	2.50	275.00
8-inch Sewer Pipe	295 lin.ft.	2.00	590.00
Special Concrete Inlets	4 only	100.00	400.00
Adjustment of Manholes	4 only	50.00	200.00
Adjustment of Inlets	2 only	30.00	60.00
Concrete Curbs	12 cu.yds.	38.00	456.00
Concrete Walks	210 sq.yds.	3.50	735.00
Guard Rail, Barricade, Salvage and Construct	All Required (70%)		420.00
Coarse Crushed Material in Base	830 cu.yds.	4.25	3,527.50
3/4" - 0 Material in Base	85 cu.yds.	4.50	382.50
Sprinkling	12 M-gals.	3.00	36.00
Class "B" Asphaltic Concrete	185 tons	9.00	1,665.00
			$ 9,578.00
Structure			
Furnish Treated Timber Piling	890 lin.ft.	$ 1.50	$ 1,335.00
Drive Timber Piles	21 only	60.00	1,260.00
Drilled Columns	775 lin.ft.	20.00	15,500.00
Drilled Column Footings	All Required (60%)		12,000.00
Class "A" Concrete (2,585 cu.yds. at $65.00)	All Required (52%)		168,025.00
Metal Reinforcement (868,000 lbs. at $0.125)	All Required (53%)		108,500.00
Metal Parapet Rail	1,044 lin.ft.	8.00	8,352.00
8-inch Standard Steel Pipe	180 lin.ft.	11.00	1,980.00
8-inch Metal Drain Pipe	20 lin.ft.	4.00	80.00
Maintain Traffic & Remove Detour Structure	All Required (25%)		1,000.00
			$ 318,032.00
	Flint Ave. Subtotal		$ 327,610.00

321

Type Code X221
Vancouver Ave. U'xing (Br. #8574)(Sta. 353+93.13)

Roadway

Removal of Concrete and Masonry	All Required (30%)		$ 150.00
Drainage Excavation, Unclassified	130 cu.yds.	$ 4.00	520.00
Embankment in Place	656 cu.yds.	1.50	984.00
8-inch Sewer Pipe	395 lin.ft.	2.00	790.00
Concrete Inlets, Type "G"	1 only	90.00	90.00
Special Concrete Inlets	4 only	100.00	400.00
Adjustment of Manholes	4 only	50.00	200.00
Concrete Curbs	16 cu.yds.	38.00	608.00
Concrete Walks	150 sq.yds.	3.50	525.00
Guard Rail, Barricade, Salvage & Contruct	All Required (30%)		180.00
Coarse Crushed Material in Base	400 cu.yds.	4.25	1,700.00
3/4" - 0 Material in Base	65 cu.yds.	4.50	292.50
Sprinkling	23 M-gals.	3.00	69.00
Class "B" Asphaltic Concrete	185 tons	9.00	1,665.00
			$ 8,173.50

Structure

Furnish Treated Timber Piling	2,655 lin.ft.	$ 1.50	$ 3,982.50
Drive Timber Piles	53 only	60.00	3,180.00
Drilled Columns	485 lin.ft.	20.00	9,700.00
Drilled Column Footings	All Required (40%)		8,000.00
Class "A" Concrete (2,360 cu.yds. at $65.00)	All Required (48%)		153,400.00
Metal Reinforcement (778,000 lbs. at $0.125)	All Required (47%)		97,250.00
Metal Parapet Rail	980 lin.ft.	8.00	7,840.00
8-inch Standard Steel Pipe	200 lin.ft.	11.00	2,200.00
8-inch Metal Drain Pipe	35 lin.ft.	4.00	140.00
Maintain Traffic & Remove Detour Structure	All Required (75%)		3,000.00
			$ 288,692.50
		Vancouver Ave. Subtotal	$ 296,866.00

Type Code X281
Hassalo-Holladay Street O'xing (Br. #8583)(Sta. 373+85 to Sta. 378+22)

Roadway

Drainage Excavation, Unclassified	60 cu.yds.	$ 4.00	$ 240.00
8-inch Sewer Pipe	190 lin.ft.	2.00	380.00
Extra For Pipe Under Pavement	120 lin.ft.	3.50	420.00
Special Concrete Inlets	2 only	100.00	200.00
			$ 1,240.00

Structure

Furnish Steel Shells	2,200	lin.ft.	$ 3.50	$ 7,700.00
Drive Steel Shells	50	only	55.00	2,750.00
Class "A" Concrete (1,720 cu.yds. at $65.00)	All	Required		111,800.00
Metal Reinforcement (360,000 lbs. at $0.125)	All	Required		45,000.00
40'-45' Type III Prestressed Beams	12	only	700.00	8,400.00
55'-60' Type III Prestressed Beams	12	only	1,000.00	12,000.00
60'-65' Type III Prestressed Beams	56	only	1,100.00	61,600.00
75'-80' Type III Prestressed Beams	14	only	1,700.00	23,800.00
Metal Parapet Railing	875	lin.ft.	6.00	5,250.00
8-inch Metal Drain Pipe	175	lin.ft.	4.00	700.00
6-inch Standard Steel Pipe	50	lin.ft.	10.00	500.00
Concrete Slab Riprap	950	sq.yds.	7.50	7,125.00
				$ 286,625.00

Alternate "A" (Conventional Footings)

Structural Excavation	1,050	cu.yds.	$ 5.00	$ 5,250.00
Class "A" Concrete (334 cu.yds. at $60.00)	All	Required		20,040.00
Metal Reinforcement (28,500 lbs. at $0.125)	All	Required		3,562.50
Furnish Treated Timber Piling	12,060	lin.ft.	1.50	18,090.00
Drive Timber Piles	402	only	50.00	20,100.00
				$ 67,042.50

Alternate "B" (Drilled Columns & Footings)

Drilled Columns	700	lin.ft.	$ 20.00	$ 14,000.00
Drilled Column Footings	All	Required		10,000.00
				$ 24,000.00

Hassalo-Holladay Using Alternate "B" Subtotal	$ 311,865.00
Subtotal	$ 936,341.00
10% Engr. & Cont.	93,634.00
Total	$1,029,975.00

Length of 3 Structures - - - - - - 0.083 Mile

Federal Funds- -	$ 947,000.00
State Funds- -	82,975.00
	$1,029,975.00

VANCOUVER, FLINT, HOLLADAY-HASSALO STRUCTURES

PROJECT NO. I-5-6(26)303

Prestressed Beam Quantities

40'-45' Beam

Overhead		$ 136.50
Metal Reinforcement	842 lbs. at $0.125	105.25
Prestress Steel	341 lbs. at $0.45	153.45
Class "A-A" Concrete	6.35 cu.yds. at $48.00	304.80
		$ 700.00

55'-60' Beam

Overhead		$ 127.50
Metal Reinforcement	1,165 lbs. at $0.125	145.63
Prestress Steel	873 lbs. at $0.40	349.20
Class "A-A" Concrete	8.79 cu.yds. at $43.00	377.97
		$1,000.00

60'-65' Beam

Overhead		$ 141.20
Metal Reinforcement	1,117 lbs. at $0.125	139.63
Prestress Steel	1,011 lbs. at $0.40	404.40
Class "A-A" Concrete	9.65 cu.yds. at $43.00	474.95
		$1,100.00

75'-80' Beam

Overhead		$ 204.47
Metal Reinforcement	1,545 lbs. at $0.125	193.13
Prestress Steel	1,641 lbs. at $0.40	656.40
Class "A-A" Concrete	17.0 cu.yds. at $38.00	646.00
		$1,700.00

RECEIVED
AUG 29 1961
FOR FILING

5951

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 29, 1961

Kuckenberg Construction Company, Inc.
11104 Northeast Holman Street
Portland 20, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 5951, awarded July 28, 1961, for Flint Avenue and Vancouver Avenue Undercrossings on East Bank Freeway (Portland) Section of Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

jmc

RECEIVED
AUG 7 1961
FOR FILING
I-5-6(26)303
[illegible]

477 Cottage Street, N.E.
Salem, Oregon

July 5, 1961

W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
Salem, Oregon

C
O
P
Y

Oregon Project I-5-6(26)303, Vancouver, Flint, Holladay-Hassalo Structures, East Bank Freeway in Portland.

We have today approved the P. S. and E. documents for Oregon Project I-5-6(26)303, Vancouver, Flint, Holladay-Hassalo Structures, East Bank Freeway in Portland.

This is to authorize your advertising for bids.

REGION 8
FOR FILING

When replying, refer to:
08-35.6

408 State Highway Building
Salem, Oregon

July 5, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. I. D. Merchant

Re: Oregon Project I-5-6( )295
East Bank Freeway

Dear Sir:

Our Bridge Engineer, Mr. Tokerud, previously forwarded to Mr. Merchant a copy of an office memorandum from Mr. Cameron of our Regional office to me, dated June 13, 1960, concerning your proposed East Bank Freeway Structure layout at Williams Avenue. This memorandum implied general approval of the layout.

Upon re-examination, we have found little justification for the proposed 4 foot curb offset from the face of abutments and retaining walls. Admittedly, the extra cost of this detail as represented by the subject project, is not excessive. However, if this detail were included on all of the remaining freeway construction in Portland, the extra cost would be considerable. We do not feel the slight advantage gained by the 4 foot offset over the customary 1 foot offset warrants the extra expenditure.

You have completed very little, if any, design work on the subject project. Our recommendation is therefore to revise the 14 foot offset from traffic lane to abutment to 11 feet including a 1 foot curb, and continue this standard for the remainder of the Portland construction.

This will confirm our approval of the Williams Avenue Structure layout subject to the revision of the aforesaid detail.

Very truly yours,

Copy to
Merchant 7/7/60.

C. G. Polk
Division Engineer

RECEIVED
AUG 7 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 30, 1961

C O P Y

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Enclosed are preliminary plans for structures, minor grading and paving on Vancouver, Flint and Holladay-Hassalo on the East Bank Freeway. This is scheduled for contract July 27.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

ADO:jk

Enclosure

CC W. C. Williams

FORM CD-121
(9-82-59)

UNITED ST ES GOVERNMENT

RECEIVED
NOV 1960

FOR FILING

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

408 State Highway Building
Salem, Oregon

DATE: November 4, 1960

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: D M Emrich
D. M. Emrich
Acting Division Engineer

08-35.2

Portland - E. Bank Frwy

SUBJECT: Oregon I-5-6( )301, East Bank Freeway
Vancouver Avenue Structure Width

Your letter of October 25 again raised the question of the width of the proposed Vancouver Avenue structure which crosses over the East Bank Freeway about Station L-354.

This matter was a subject of discussion at the meeting held in Regional Engineer French's office on November 3. Representatives of the city of Portland and the State Highway Department attended this meeting. An agreement was reached between all parties concerned that the Vancouver Avenue structure would have a forty-foot width as present plans indicate.

[illegible]
Porter

RECEIVED
NOV 7 1960
STATE [illegible] ENGINEER

NOTED
C. S. [illegible]

FORM CD-121
(9-02-59)

UNITED ST ES GOVERNMENT

Memorandum

RECEIVED
NOV 7 1960

FOR FILING

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO :Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: November 3, 1960

C G Polk

FROM :C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

SUBJECT: East Bank Freeway, Project I-5-6( )295

Reference is made to previous discussions and correspondence concerning the offsets to retaining walls and abutments on depressed freeway sections. We refer to our letter of July 5 directed to the attention of Mr. Merchant, and to the typical cross section (Code 305) in the recently completed Section 104(b)(5) Estimate, both of which call for a 1 foot offset from edge of shoulder to face of walls and abutments.

The present Eastbank Freeway contract between N. Page Street and S.E. Main Street, Project I-5-6(16)301, includes a 300 foot long retaining wall just north of Broadway Street. This wall is now being constructed and is located 4 feet back from the shoulder in accordance with the plans for this project which were approved prior to our discussions on the 1 foot or 4 foot offset. The wall in question ties in with a short wall and the abutment for the proposed structure at Broadway and Williams Avenue. To avoid a jog or offset between the structure abutment and the wall now being constructed, we will approve the use of 4 foot offsets from edge of shoulder to face of abutment on this one structure only. This 4 foot offset may be used at both abutments of this structure in order to maintain uniformity and equal span lengths. Other future abutments and retaining walls should be set back not more than 1 foot from edge of shoulder unless there are circumstances such as limited sight distances on the inside of curves which might require a greater offset.

Parson
Merchant
[illegible]
Porter

NOTED
G. S. PAXSON

RECEIVED
NOV 3 1960
OFFICE OF
STATE HIGHWAY ENGINEER

October 25, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Structural Widths
East Bank Freeway

Dear Mr. Polk:

We have been designing our structures, particularly the Vancouver Avenue structure, to a 40-foot width previously agreed to by the Bureau of Public Roads and had thought that we were in full agreement with the City of Portland on this matter.

I am attaching for your information a copy of a letter from Mr. Lloyd Shaw, our Metropolitan Engineer, and the letter to him from Mr. Fred T. Fowler, Highway Engineering Co-ordinator for the City of Portland, regarding the width of Vancouver Avenue in which he states that its studies indicate the structural width on Vancouver should be 44 feet.

Inasmuch as the City of Portland is responsible for the moving of traffic on city streets, it is my feeling that reasonable requests made by it on width of structures carrying such street traffic should be recognized. Your approval of the 44-foot width is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Attach.
cc: W. C. Williams
Tom Edwards
DJB:jk ms

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 28, 1960

SUBJECT: Fremont Bridge-Baldock Freeway
Section
Pacific Freeway
Prefix: 26-1488

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

The City of Portland has never concurred in the 40-foot width to which N. Vancouver Avenue structure is being designed. This matter has been kicked around verbally with the City and with your office in Salem. In an effort to fix beyond any doubt the width to which this structure should be shown on construction plans and in which the City would give approval, I requested Mr. Fowler to present their stand in writing. A copy of the letter of Mr. Fowler to this office dated September 23, 1960, is enclosed herewith.

I believe there is no controversy in regard to the width of Weidler Street as mentioned in the second paragraph of Mr. Fowler's letter.

Mr. Fowler's comment on communication to Mr. Merchant is borne out by material in our files but certainly indicates that he did not follow proper channels in presentation of the matter.

I requested Mr. Fowler to present traffic figures, which he has failed to do. He has, however, given some explanation of traffic patterns which are expected in this area.

Will you please see that this matter is brought to a head and the width indicated in Mr. Fowler's letter either approved or definitely rejected.

Lloyd P. Shaw
Lloyd P. Shaw
Metropolitan Engineer

LPS/lh
Encl.

REFERRED TO
acting
Division of T.E.

CONSTRUCTION DIVISION
RECEIVED
SEP 29 1960
NOTED- ☑ ☐ ☑ ☐ ☐
CE ACE ADE ODL

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTROT
ASSISTANT TO COMMISSIONER

F. T. FOWLER
HIGHWAY ENGINEERING
COORDINATOR

CITY OF PORTLAND
OREGON

Sturmer
[illegible] FOR CONSTRUCTION ENGINEER
DATE ____ By ____

September 2[illegible], 19[illegible]

Mr. Lloyd Shaw
Metropolitan Engineer
State Highway Department
P. O. Box 4699 Sellwood Station
Portland, Oregon

FILE 26-1468 C.

Dear Mr. Shaw:

In connection with the planning of the overhead structures on the East Bank Freeway in the vicinity of N. Broadway and Williams Avenue, it has come to my attention that the widths of roadway on the N. Vancouver Avenue structure is being questioned by the engineers of the Bureau of Public Roads.

All of our studies and the results of a meeting held some time ago with regard to the matter, indicate that the roadway on this structure as well as the one on N. Weidler Street should be forty-four (44) feet in width.

The City agreed to a width of forty (40) feet on the N. Flint Avenue structure but on that one only.

I would like to call your attention to a communication from the City Engineer dated August [illegible], 1959, addressed to Mr. Ivan D. Merchant, setting forth the desires of the City of Portland with regard to these structure widths. The desires of the City have not changed in this regard, and they are backed by the approval of the City Engineer, the City Traffic Engineer, and the City Highway Engineering Coordinator.

A study of the traffic problems which the City will face at the four intersections of N. Broadway and N. Weidler Street with N. Vancouver Avenue and N. Williams Avenue should indicate that an extra lane over the four lane width would be justified in order to provide storage for vehicles waiting for signal changes.

The curbs on the four corners of the block enclosed by these four streets should be cut back to a radius of 55 feet or more in order to expedite traffic movements in that area.

It should be noted that the plans of the grading contract indicate a roadway for this structure which has a scaled width of 44 feet.

Before any final plans for the Vancouver Avenue overpass are prepared, the City will insist on a hearing on this matter unless a width of roadway of 44 feet is approved.

Yours very truly,

Fred T. Fowler
Highway Engineering
Co-ordinator

FTF:jl

I-5-6(26) Hassalo & Holladay Sts. Over- 1961
[illegible] crossing, E. Bank Freeway Sec.,
#[illegible] Pacific Hwy. (Portland)

RECEIVED
JUL 29 1963

FOR FILING

5952

July 26, 1963

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On June 19, 1963, we wrote to you concerning release of final payment on contract #5952, awarded to C. J. Montag & Sons, for the Hassalo St. & Holladay St. Overcrossings on the East Bank Freeway Section of Pacific Highway in Multnomah County.

Final payment on this contract is $15,995.70 and the total contract amount is $291,768.99, including $3,078.00 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Edward C. Larkins, Agency
609 Mead Bldg.,
Portland 4, Oregon

cc: C. J. Montag & Sons
7895 NE Halsey St.,
Portland 13, Oregon

cc: C. H. Maisen
Attn.: John Herr

RECEIVED
JUN 18 1963

FOR FILING

I 5-6 (26) 303

5952

June 18, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed May 29 on Contract No. 5952. The contract was with C. J. Montag & Sons and was for work on the Hassalo & Holladay Streets Overcrossings on the Pacific Highway in Portland, Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project, effective June 18, 1963, and that you concur in this procedure at the Commission meeting on July 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

FORM E-90 50M 11-61 40290

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1963

SUBJECT:

To: P. M. Stephenson
Ass't. State Highway Engineer

DEPARTMENT

C. J. Montag & Sons completed work on Contract No. 5952, Hassalo & Holladay Streets Overcrossings on the Pacific Highway in Portland, Multnomah County, on May 29, 1963. This contract is ready for acceptance by the Commission.

This is a Federal-aid Interstate project. The Bureau of Public Roads has inspected the contract work and are accepting that part of the work as complete.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

RECEIVED
JUN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM

RECEIVED
AUG 23 1962
FOR FILING
2-5-6(2)20
5952

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 24, 1962

Massey-Ferguson, Inc.
Box 7557 Parkrose Branch
Portland 20, Oregon

Attention: Mr. J. W. Pogson

Gentlemen:

Your request to use highway right of way area between Holladay and Hassalo Streets on the East Bank Freeway has been given due consideration. It appears that this area will still be under the jurisdiction of our contractor, C. J. Montag and Sons, of 7805 N. E. Halsey St., Portland 13, on the date that you have indicated you would like access to the property.

Any arrangements for use of right of way in this area should be carried through the Montag Company and it is suggested you contact them at the above address.

Very truly yours,

Lloyd P. Shaw

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
cc: C. J. Montag Sons
G. S. Paxson
James Don
Robert Shotwell

NOTED
G. S. PAXSON

NOTED
G. S. PAXSON

RECEIVED
AUG 27 1962
OREGON
STATE HIGHWAY COMMISSION

North American Operation

Massey-Ferguson Inc.

Box 7557 Parkrose Branch
Portland 20, Oregon

August 13, 1962

Mr. Lloyd Shaw,
Metropolitan Engineer
5821 N. E. Glisan
Portland, Oregon

Dear Mr. Shaw:

Massey-Ferguson is planning to hold a Regional Meeting for Dealers in the 11 western states during the month of November. In conjunction with this meeting, we are holding a show of new Equipment in the Coliseum. Following this meeting we would like to have an area where we can demonstrate the new Industrial Equipment, including new Backhoes.

In surveying the area in and around the Coliseum, we have located an area that would be ideal for this presentation. This is the area covered by the new over-pass being built as part of the new highway just east of the Coliseum. This over-pass is at 1st. Avenue and Holliday Street. We would like to have permission from the State Highway Department to use the land under the over-pass to show these new model Industrial Equipment in operation.

Our plans would be to take the area between the pillars on the outside of the over-pass and drape them with canvas and erect bleachers under the over-pass and use all the available ground between the pillars. This activity would take place on the 29th of November. We would be in a position to dismantle and move all of our property and grade the area on the 30th of November. We would be very happy to rent, to lease or to do work in exchange for this land, which ever would meet with your approval.

Yours very truly,

MASSEY-FERGUSON INC.

J W Pogson

J. W. Pogson
Industrial Sales Manager

METROPOLITAN ENGINEER
RECEIVED
[illegible]
Noted ☐ ☐ ☐ ☐ ☒
ME AME

JWP/sn

cc: Mr. Vern Cashman
Mr. R. Dunfield.

RECEIVED
1962

D Cook

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5952

January 17, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Hassalo & Holladay Sts. O'Xing
FAP No. I-5-6(26)303
Contract No. 5952

Dear Mr. Polk:

G. J. Montag & Sons began work on the Hassalo & Holladay Streets Overcrossing of the Pacific (Portland) HWY Highway in Multnomah County, Contract No. 5952, FAP No. I-5-6(26)303, on January 15, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
J. W. Nash
D. B. Parkes

NOTED
FLOYD QUERY

RECEIVED
AUG 18 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5952

August 18, 1961

C. J. Montag & Sons
7805 NE Halsey Street
Portland 13
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5952, awarded July 28, 1961, for the Hassalo St. & Holladay St. Overcrossings on the East Bank Freeway Section of Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
AUG 1 1961

FOR FILING
I-5-6(26)303

5952

477 Cottage Street, N.E.
Salem, Oregon

July 28, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-6(26)303

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5952 for Oregon Project I-5-6(26)303, Overcrossing of Hassalo and Holladay Sts., Eastbank Freeway Section, Pacific Highway in Portland, to C. J. Montag & Sons of Portland, Oregon, low bidder in the amount of $288,420.00 at the July 27, 1961 bid opening.

Porter

NOTED
[illegible]

RECEIVED
JUL 10 1961

FOR FILING

477 Cottage Street, N. E.
Salem, Oregon

July 5, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

E Bank

Oregon Project I-5-6(26)303, Vancouver, Flint, Holladay-Hassalo Structures, East Bank Freeway in Portland

We have today approved the P. S. and E. documents for Oregon Project I-5-6(26)303, Vancouver, Flint, Holladay-Hassalo Structures, East Bank Freeway in Portland.

This is to authorize your advertising for bids.

Porter

NOTED
FORREST COOPER

I-80N-6(21) Deadman's Pass-Meacham 1961
227 Signing, Old Oregon Trail
#[illegible] Hwy.

RECEIVED
SEP 16 1964

FOR FILING

September 15, 1964

Mr. Hugh V. Penton, President
California Metal Enameling Company
6904 East Slauson Avenue
Los Angeles 22, California

Dear Mr. Penton:

In September, 1963, you were requested to submit porcelain enamel guarantees in writing for certain contracts. Your response to the effect that the guarantees were sent to the contractors involved, has been followed up.

With one exception, we now have all the written porcelain enamel guarantees. The contractor for the Deadman's Pass-Meacham Section, Contract No. 5953, Highway Steel Contract Company, has moved from their N. E. Columbia Boulevard address in Portland and left no forwarding address. We request that you send, direct to the Highway Department (c/o R. N. Bothman), the guarantee for the signs on this contract.

Your early attention to this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
E. S. Hunter
F. B. Crandall (Enc.)
R. N. Bothman

RNB:nk jw

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1964

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

October 3, 1963, Mr. Walker of Cameo advised the Department that written porcelain enamel guarantees had been sent to the various contractors on Oregon projects. This letter was in response to a letter from the Department requesting guarantees on five completed projects which were not on file.

At the present time guarantees are on file for all the completed projects with the exception of one. This project is the Deadman's Pass-Meacham contract No. 5953, installed by Highway Steel Contract Company. This company has moved from their Portland office and has not left a forwarding address.

It would seem that a letter to Cameo would be appropriate to request a copy of this guarantee to be sent directly to the Highway Department. A copy of a suggested draft is attached for your convenience.

Robert N Bothman

R. N. Bothman
Sign Engineer

RNB:nk

attachment

cc: E. S. Hunter

[illegible]
[illegible]

RECEIVED
OCT 16 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 8, 1963

California Metal Enameling Co.
6904 E. Slauson Avenue
Los Angeles, California

Re: Replacement of Defective
Porcelain Enamel Signs

Gentlemen:

We are advised that a porcelain enamel sign of your manufacture, located on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway, Interstate 80N, has proven defective as shown by spalling, contrary to the provisions of your guarantee. This sign was manufactured in September 1962 and was installed by Highway Steel Contracting Co., under Contract No. 5953, and is further identified as follows:

Message	Station
LA GRANDE 26 BAKER 69	710

This letter constitutes a formal demand that you replace the defective sign above designated, without expense to the State of Oregon, pursuant to your guarantee.

Yours very truly,

L. I. LINDAS
Chief Counsel

BY
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: Tom Edwards
F. B. Crandall
E. S. Hunter
R. N. Bothman
F. D. Morgan
A. F. Parson
L. I. Lindas
Highway Steel Contracting Co.

NOTED
TOM EDWARDS

RECEIVED
OCT 10 1963
FOR FILING
[illegible]
5953

COMMERCIAL PRODUCTS
HIGHWAY SIGNS
ARCHITECTURAL PRODUCTS
ADVERTISING IDENTIFICATION SIGNS

CALIFORNIA METAL ENAMELING COMPANY
6904 EAST SLAUSON AVENUE · LOS ANGELES 22, CALIFORNIA · RAYMOND 3-6351

October 3, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem 10, Oregon

Attention: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

Dear Mr. Cooper:

We have your letter of September 26, requesting written porcelain enamel and laminated panel guarantees for various projects.

We will send, immediately, to the contractors involved the required, written guarantees, so your files may be completed.

Yours very truly,

Le Roy Walker

Le Roy Walker
Highway Products Division

LRW/jh

NOTED
LLOYD P. SHAW

RECEIVED
OCT 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT - 7 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 2 7 1963

FOR FILING

September 26, 1963

Mr. H. V. Penton, President
California Metal Enameling Company
6904 East Slauson Avenue
Los Angeles 22, California

Dear Mr. Penton:

It has been noted that the written porcelain enamel and laminated panel guarantees required by the signing contract specifications have not been furnished on certain contracts. Will you submit these guarantees for the following contracts:

Section	Contract No.
Deadmans Pass-Meacham	5953
Swalley Canal-E. Revere Avenue (Bend)	5959
Powers Junction-Sugarloaf Mountain	5988
Hayesville-Judkins Point	6066
Nevada Avenue (Klamath Falls)	6191

The guarantees will then complete our files for these contracts.

All signing contracts awarded by the Oregon State Highway Department on and after July 28, 1961 require submission of written guarantees for the porcelain enamel and laminated panels. These guarantees should be furnished to the engineer for each contract immediately upon installation of the signs.

Your early attention to furnishing these guarantees would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Tom Edwards
R. N. Bothman

RNB:nk jw

FORM E-30 50M 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1963

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
DEPARTMENT

Written guarantees for porcelain enamel are required for all contracts involving signs which were awarded on July 28, 1961 or later. A search through the files for these written guarantees indicates that these documents have not been submitted for the contracts indicated on the attached suggested draft.

While we have not experienced any trouble with Cameo's replacement program to date, having the written guarantee in our file may be necessary for future enforcement.

Therefore, I suggest that Cameo be required to supply the written guarantees as per the contract specifications.

Robert N Bothman
R. N. Bothman
Sign Engineer

RNB:nk

attachment

RECEIVED
SEP 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Monthly transaction number I-N-6(21)227 5-50	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
Project report number 5953 [illegible]	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-13-63	County Umatilla
		Project number I-80N-6(21)227

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 20, 1961, is hereby modified as follows:

Revised estimated total cost of project $ 36,404.00

Revised Federal funds $ 33,530.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of May, 1963.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd S. Shaw

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
Division Engineer

By: L R Backlund
L. R. Backlund
Administrative Manager

May 9, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official for the Deadmans Pass-Meacham Section, Project No. I-80N-6(21)227.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
OCT 24 1961
FOR FILING

MONTHLY TRANSACTION NO. 10-107	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE **Oregon**
PROJECT REPORT NO. N-6(21)227 5 5953	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 10-20-61	COUNTY **Umatilla** PROJECT NO. **I-80N-6(21)227**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 Deadmans Pass to Meacham

(Deadmans Pass-Meacham Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-61	13.07
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 36,487.00	$ 33,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
(Division Engineer)

By: **R. C. Wright, Administrative Mgr.**

Date executed by Division Engineer **October 20, 1961**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Deadmans Pass-Meacham Section, Project No. I-80N-6(21)227.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

August 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Deadmans Pass-Meacham Section, Project No. I-80N-6(21)247.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bm

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(21)227

DEADMANS PASS-MEACHAM SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 3, 1961

Type Code X002
Signing (Sta. 1036+00 thru equa 1135+50.00=404+05.55 to Sta. 995+00)
(Contract No. 5953)

Removal of Existing Sign Installation	All	Required	$	$ 200.00
Furnish 8" BP 36# Steel Piling	400	lin.ft.	5.89	2,356.00
Drive Steel Piles	30	only	40.00	1,200.00
Metal Sign Posts	All	Required		1,227.00
Metal Sign Supports	All	Required		3,720.00
Wood Sign Posts	All	Required		1,720.00
Type "A" Signs in Place	2,210	sq.ft.	7.35	16,243.50
Type "B" Signs in Place	112	sq.ft.	7.35	823.20
Type "C" and "D" in Place	942	sq.ft.	4.02	3,786.84
Type "E", "F" and "G" Signs in Place	275	sq.ft.	4.88	1,342.00
Type "J" Signs in Place	88	sq.ft.	6.27	551.76
	Subtotal			$33,170.30
	10% Cont. & Engr.			3,316.70
	Total			$36,487.00

Length of Project. . . . . . . 13,077 Miles
Cost of Project Per Mile . . . $2,790.16

Federal Funds	$33,000.00
State Funds	3,487.00
	$36,487.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

Oregon State Highway Department

Report of Cost Based on 104(b)(5) Estimate

To: J. W. Nash

Description of Work: Deadmans Pass - Meacham
Signing

Taken from Segment No. F 14, 104(b)(5) Estimate. Length of Work ____

Work Classification	Amount in $1000
1. Preliminary Engineering	1
2. Right-of-Way	
3. Clear & Grub, Demolition	
4. Utility Adjustments	
5. Grade & Drain; Minor Structures	
6. Base; Surfacing; Shoulders	
7. R.R. Grade Separation	
8. Highway Grade Separations without Ramps	
9. Interchanges, Complete	
10. Other Bridges; Tunnels	
11. Walls	
12. Guardrail; Fencing; Lighting; Traffic Control Devices	29
13. Roadside Improvement	
14. All Other Items	
15. Subtotal, Lines 3 to 14	29
16. Construction Engineering & Contingencies, 10% of Line 15	3
17. Total Estimated Cost	32

33 with P.E.

Construction Planning Section

By D.R.H.

Date 3-29-61

Oregon State Highway Department

Report of Cost Based on 104(b)(5) Estimate

To: J. W. Nash

Description of Work: Deadmans Pass - Meacham
Signing

Taken from Segment No. F 14, 104(b)(5) Estimate. Length of Work ______

Work Classification	Amount in $1000
1. Preliminary Engineering	1
2. Right-of-Way	
3. Clear & Grub, Demolition	
4. Utility Adjustments	
5. Grade & Drain; Minor Structures	
6. Base; Surfacing; Shoulders	
7. R.R. Grade Separation	
8. Highway Grade Separations without Ramps	
9. Interchanges, Complete	
10. Other Bridges; Tunnels	
11. Walls	
12. Guardrail; Fencing; Lighting; Traffic Control Devices	29
13. Roadside Improvement	
14. All Other Items	
15. Subtotal, Lines 3 to 14	29
16. Construction Engineering & Contingencies, 10% of Line 15	3
17. Total Estimated Cost	32

Construction Planning Section 33 with P.E.

By D.R.H. Date 3-29-61

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(21)227

DEADMANS PASS-MEACHAM SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 28, 1961

Type Code Y002
Signing (Sta. 1036+00 thru equa. 1135+50.08 = 404+05.55 to Sta. 995+00)

Removal of Existing Sign Installation	All	Required		$ 400.00
Furnish 8" BP 36# Steel Piling	400	lin.ft.	$ 5.00	2,000.00
Drive Steel Piles	30	only	65.00	1,950.00
Metal Sign Posts	All	Required		1,644.00
Metal Sign Supports	All	Required		6,350.00
Wood Sign Posts	All	Required		2,928.00
Type "A" Signs in Place	2,210	sq.ft.	7.50	16,575.00
Type "B" Signs in Place	112	sq.ft.	8.00	896.00
Type "C" and "D" Signs in Place	942	sq.ft.	4.20	3,956.40
Type "E", "F" and "G" Signs in Place	275	sq.ft.	5.00	1,375.00
Type "J" Signs in Place	88	sq.ft.	9.00	792.00
		Subtotal		$38,866.40
		10% Engr. & Cont.		3,886.60
		Total		$42,753.00

Length of Project - - - - - - - - - - - 13.077 miles
Cost of Project per Mile - - - - - - $3,269.32

Federal Funds - $39,000.00
State Funds - 3,753.00

$42,753.00

RECEIVED
MAY 10 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

Section: Deadmans Pass - Meacham

Highway: Old Oregon Trail Highway US 30 I-80-N

Contract No.: 5953 Guarantee No.: IV

Contractor: Highway Steel Contracting Co.

Manufacturer: California Metal Enameling Co.
6904 E. Slauson Ave.
Los Angeles, California

Date Manufactured: September 1962

Sign No.	TED Dwg. No.	Station	Message	Failure
2	S 162	710	LAGRANDE 26 BAKER 69	Spalling

L. E. George
L. E. George
Sign Engineer

LEG:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer Div. V

RECEIVED
MAY 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
DEC 21 1962
FOR FILING

December 21, 1962

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On December 5, 1962, you were notified of the release of final payment on contract #5953, awarded to Highway Steel Contracting Co., for sign installation on the Deadmans Pass-Meacham Section of the Old Oregon Trail in Umatilla County.

Final payment on this contract is $16,175.76 and the total contract amount is $33,453.77. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Highway Steel Contracting Co.,
6218 NE Columbia Blvd.,
Portland 13, Oregon

cc: C. H. Maison

RECEIVED
DEC 5 1962
FOR FILING

5953

December 4, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed October 23 on Contract No. 5953. The contract was with the Highway Steel Contracting Company and was for the Deadman's Pass-Meacham Signing on the Old Oregon Trail Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 23, 1962, and that you concur in this procedure at the Commission meeting on December 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

G. S. Paxson
Acting State Highway Engineer

cc Floyd Query
G. S. Paxson
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
JAN 7 1964
FORM E-90 50M 9-61 36691
FOR FILING

5953

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1962

SUBJECT:

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

OFFICE

Highway Steel Contracting Company completed work on Contract No. 5953, Deadman's Pass - Meacham Signing on the Old Oregon Trail Highway in Umatilla County, on October 23, 1962. This contract is ready for acceptance by the Highway Commission.

This is a Federal-aid Project and we have a statement from the Bureau of Public Roads that they have inspected the contract work and are accepting that part of the project as complete.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query
D. B. Parkes

RECEIVED
NOV 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 10 1962
FOR FILING

5953

FG

--.03.4.31..

MCE PEL 16 9/6/62 9:15AM

TOM EDWARDS

THE REASON THE DELINEATORS DO NOT MATCH THE STRIPES ON THE DEAD MAN PASS - MEACHAM SECTOXXXX SECTION IS THAT THEY ARE NOT COMPLETE.
THIS IS IN REFERENCE TO AL HEAD'S COMPLAINT.

A F PARSON
LOY
--.

Copy sent to Crandall 9-7-62

Noted Edwards

RECEIVED
JUL 2 1962
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5953

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 27, 1962

Mr. J. F. Stillwell
Traffic Safety Supply Company
2324 S. E. Umatilla Street
Portland 2, Oregon

Dear Mr. Stillwell:

The attached working drawings for the Type 'J' signs on the Deadman's Pass-Meacham Section, Contract Number 5953, have been checked and are approved as noted.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by

FOR F. B. Crandall
Traffic Engineer

DRA:mgm
bc: Tom Edwards
A. F. Parsons
Allan Harwood
Ed Hief
Attachments

NOTED
TOM EDWARDS
JUL 10 1962

RECEIVED
JUN 7 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

(21)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 5, 1962

Mr. Robert Nelson
General Manager
Traffic Safety Supply Company
2324 S. E. Umatilla
Portland 2, Oregon

Dear Mr. Nelson:

Attached are two copies of the signing plans and specifications for the Deadmans Pass-Meacham Section, Contract No. 5953. The standard T.E.D. Drawings, S1, S2, S2A, S2B, S3 through S8, and S15 are not available for this contract; however, those used for the Dodson-Bonneville or Rock Point-Seven Oaks Sections, for which you are subcontractors, are applicable.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

by Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

Attachments
RAM:mgm
bc: Tom Edwards

RECEIVED
JUN 5 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAY 29 1962
FOR FILING

D Cook

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-80N-6(21)227

5953

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 28, 1962

Mr. C. G. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Re: Deadman's Pass-Meacham Signing
Contract No. 5953
FAP No. I-80N-6(21)227

Dear Mr. Polk:

Highway Steel Contracting Company began work on the Deadman's Pass - Meacham Signing project on the Old Oregon Trail Highway in Umatilla County, Contract No. 5953, FAP No. I-80N-6(21)227, on May 17, 1962.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

dl

cc: Floyd Query
D. B. Parkes
J. W. Nash

NOTED
FLOYD QUERY

RECEIVED
NOV 8 1961
FORM E-30X—80M—5-61—26692
FOR FILING

5953

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

November 7, 1961

SUBJECT Deadmans Pass-Meacham Section

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

During my trip over there last week, I spent a considerable amount of time with Resident Engineer Walker discussing the results of the granular base compaction tests that he has taken throughout this project. Mr. Walker is to be highly commended for the interest he has taken in and the work he has done on what we believe will soon become an Oregon standard test method. Please convey to him the thanks of all of us in the Construction Department.

In connection with this, I have asked Mr. Walker to prepare and submit a resume of his experiences and results. I would appreciate also if he would submit a picture portfolio outlining the procedure from start to finish. Any other comments that Mr. Walker may have which will be of assistance to other engineers in becoming proficient with the use of this test would also be appreciated.

May we have this report by November 17, 1961.

Tom Edwards
Construction Engineer

By
FB Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper

RECEIVED
NOV 8 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1961
FOR FILING

5953

COMMISSIONERS
M. K. [illegible]ER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 18, 1961

Highway Steel Contracting Co.,
6218 NE Columbia Blvd.,
Portland 13
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5953, awarded July 28, 1961, for sign installation on the Deadmans Pass-Meacham Section of the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
JUL 10 1961
FOR FILING
I-80N-6(21)227
5153

477 Cottage Street, N. E.
Salem, Oregon

July 5, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

08-35.4-DA C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project I-80N-6(21)227

We have today approved the P. S. and E documents for Oregon Project I-80N-6(21)227, Deadmans Pass - Meacham Section of the Old Oregon Trail Highway in Umatilla County, providing for roadway signing.

This is to authorize your advertising for bids.

Porter

NOTED
FORREST COOPER

30-3417 Hermiston Office Building 1961

5954

RECEIVED
DEC 15 1961
FOR FILING

5954

December 14, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5954 for construction of the Hermiston Office Building, Umatilla County, was completed by the contractor, The Timber Co., on October 24, 1961, and was formally accepted by the Highway Commission on November 15, 1961.

Final payment in the amount of $4,704.05 will be released to the contractor on or after December 21, 1961. The total contract amount is $14,474.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Timber Co.,
2150 North 1st
Hermiston
Oregon

RECEIVED
AUG 15 1961
FOR FILING

7

5954

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 15, 1961

The Timber Company
2150 North 1st
Hermiston
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5954, awarded July 28, 1961, for construction of an office building in Hermiston, Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
AUG 8 1961
FORM E-80X 50M 7-60 29396
FOR FILING

5954

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
OFFICE

The Timber Company started work on the Hermiston Office Building Project in Umatilla County, Contract #5954 (State Project), on August 7, 1961.

Ivan D. Merchant
Bridge Engineer

nk
cc: Floyd Query

RECEIVED
JUN 23 1961
FOR FILING

STATE OF OREGON
DEPARTMENT OF STATE POLICE
HEADQUARTERS
SALEM

June 16, 1961

Mr. W. C. Williams
State Highway Engineer
Highway Building
Salem, Oregon

ATTENTION: Mr. P. M. Stephenson

Dear Sir:

This will confirm our conference of even date establishing November 1, 1961 as the date when the new building to afford office space for this department will be available for our use at Hermiston.

Yours very truly,

H. G. MAISON, SUPERINTENDENT

By Lee M Bown

Lee M. Bown, Deputy Superintendent

LMB:dl

RECEIVED
JUN 19 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. STEPHENSON

RECEIVED
[illegible]
STATE [illegible] ENGINEER

RECEIVED
JUN 23 1961
FORM E-30 50M 3-61 84287
FOR FILING

32 2417

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1961

SUBJECT: State Police Office
Hermiston, Oregon

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
OFFICE

Herewith sketch showing proposed office for State Police at Hermiston. The plan has the approval of Mr. Lee Bown. Estimate includes septic tank but if water is not available at site selected, cost of furnishing same may increase cost.

Please advise when I should proceed with design.

Estimated Cost	$ 8,000.00
12½%	1,000.00
Total	$ 9,000.00

Carl Schneider

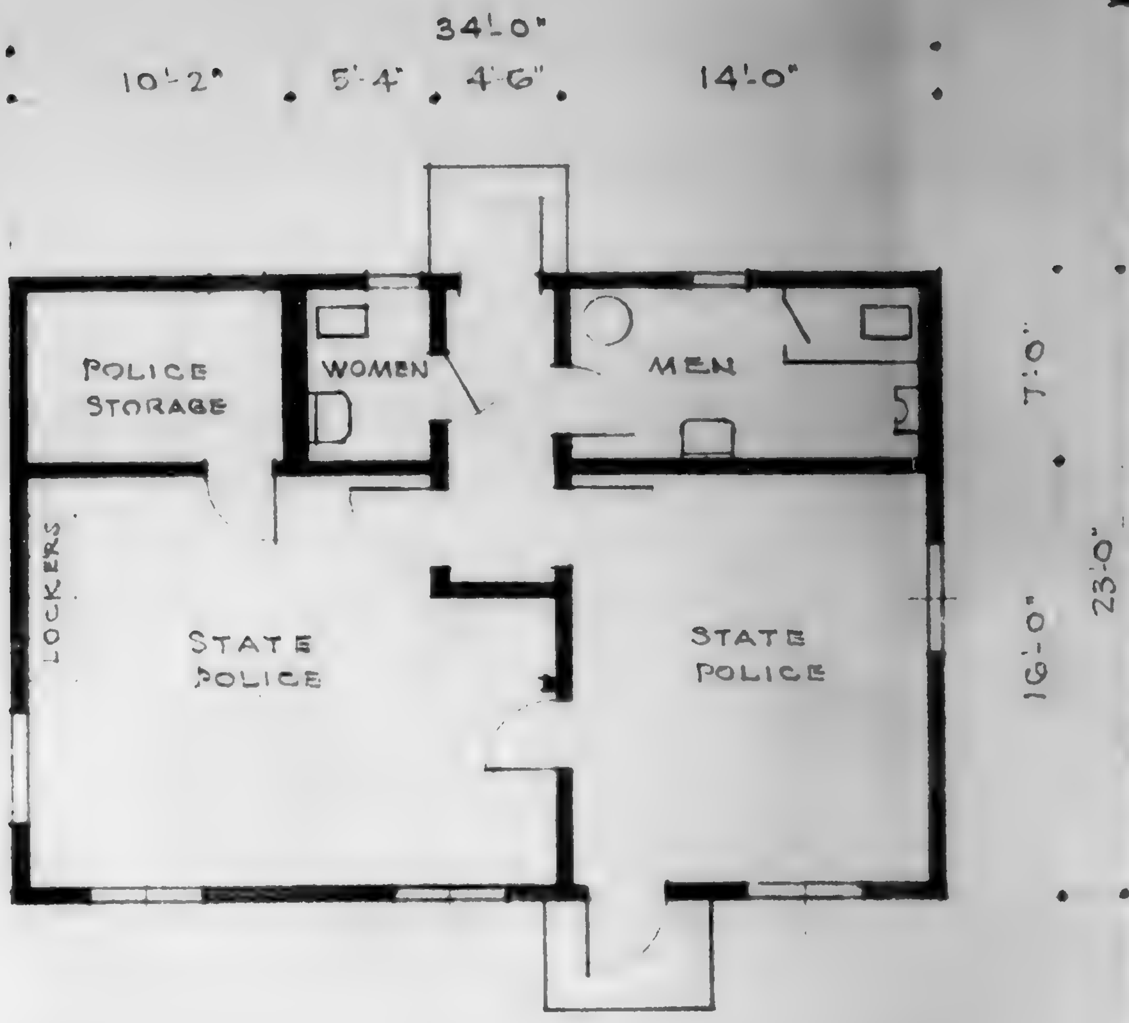
Carl Schneider

CCS:nk

cc: E. Chidsey

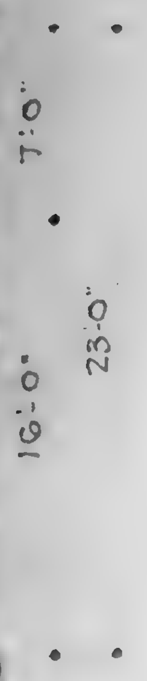
RECEIVED
MAY 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON



FLOOR PLAN

SCALE 1/8"=1'-0"



CONSTRUCTION:
CONCRETE FLOOR - ASPHALT TILE.
FRAME WALLS - DRY WALL
STORE RM - PLYWOOD
ROOF BEAMS WITH 2" EXPOSED DECKING
3 PLY ROOFING
INSULATION ON ROOF & SIDEWALLS
HEATING - ELECTRIC BASEBOARD
ALUMINUM SASH - OFFICE 4/0 x 5/0
REAR 2/0 x 3/0

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PROPOSED
HERMISTON POLICE BLDG

APPROVED:
BRIDGE ENGINEER

DATE MAY 24 '61 BRIDGE NO. 8376
DESIGNED
DRAWN CCS DRAWING NO.

I-80N-5(5) Boardman Jct.-Irrigon Sec., 1962
166 Old Oregon Trail & Columbia
#5955 River Hwys. Folder # 2

C+A 2330.
39A 2371 11-13-75

5475

15

DEPARTMENT OF TRANSPORTATION

Adele Egan
Right of Way Branch

November 13, 1975

C. W. Head
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 2371

West Extension Irrigation District Agreement

Attached are two fully executed copies of a supplemental agreement with West Extension Irrigation District covering the closure of two accesses and replacement of one on the Irrigon Jct.-Washington State Line Section of the Columbia River Highway in Morrow and Umatilla Counties.

Please return one copy for the Transportation Commission's files.

sr
Att.

RECEIVED
DEC 1 1 1968
FOR FILING

I-80N-5(5)
5955

December 6, 1968

Oregon State Highway Department
Highway Building'
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: R. A. Heintz Construction Company
and
Rodgers Construction Inc.

Contract No. 5955
Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways

Gentlemen:

We have a carbon copy of your letter of December 3 concerning the post-final payment. We will be indebted if you can give us our bond number and the date when the contract was let. If you would do this on the bottom of this letter and return it to me in the enclosed reply envelope, it will be appreciated.

Very truly yours,

Ret-
12-10-68
C.H.

Milton M. Hollmann
Bond Department

MMH:mkc
Enclosure: reply envelope

Bond No. (Not shown on Performance Bond)
Awarded 8-1-61

NOTED
C. W. HEAD

Rec- 12/9/68

RECEIVED
DEC 3 - 1968
FOR FILING

I 80N-5(5)166
5955

December 3, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

The Fidelity and Casualty Co. of N.Y.
160 Pine Street
San Francisco, California 94111

Gentlemen:

A post-final payment for $7,271.89 will be made to R. A. Heintz Construction Company and Rogers Construction Inc., on Contract No. 5955 for grading, paving, and structures on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways as soon as the warrant is prepared.

The total amount paid on this contract will be $1,176,560.60 including the post-final payment. Of the total, $17,667.97 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc R. A. Heintz Constr. Co.
and Rogers Constr., Inc.
Pallett, Fisher & Carlo, Inc.

A. F. Parson
C. H. Maison
Attn: John Herr

Date: 12/3/68

Floyd Query
Commission Secretary

A voucher has been prepared to pay

Contract No. 5955, Est. No. 14 P F, Date: to 9/14/62, Amt. $ 7,271.89

Contractor R A Heintz Construction Co., & Rogers Construction, Inc

Totals to date:	Paid to contractor	$ 1,176,560.60
	Amount of force account	$ 17,667.97
	Amount of retained percentage	$

Claims Section
Accounting Division

10/64

RECEIVED
NOV 29 1968

FOR FILING

I-8(N-5(-))-1
5955

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible] info

November 27, 1968

To: Mr. C. H. Maison

CONTROLLER

NOTED
R. L. PORTER

SUBJECT: State v. Heintz Construction Co., et al - File 4343
Multnomah County Circuit Court Case No. 292-833
12th Street-North Ashland Interchange Section, Pacific Highway - Contract No. 5902

Enclosed is a duplicate original of mutual release on the above captioned contract, pursuant to settlement of the captioned lawsuit. We also enclose duplicate originals of releases on Contract 5971 and Contract 5955, together with final estimates on these two projects, bearing the Contractor's endorsement.

We suggest that payment on the enclosed estimates be made directly to the Contractor, by certified mail, return receipt requested. Upon receiving information that payment has been received by the Contractor, we will be in a position to have the action in Multnomah County formally dismissed, which will be the last step in consummating this settlement.

ALAN H. JOHANSEN
Staff Attorney

cc- Mr. R. L. Porter
Mr. L. H. Young
Mr. G. E. Rohde

copy to
Morgan
11-29-68

RECEIVED
NOV 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-173X 80 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HULL, MEMBER
PENDLETON

RECEIVED
NOV 19 1968
FOR FILING

I-611-F-0
59[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 15, 1968

Mr. Norman E. Kobin
Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Re: State of Oregon v.
R. A. Heintz Construction
Co., et al.
Multnomah County Circuit
Court Case No. 292-833
Our file: L-4343

Dear Mr. Kobin:

This is to advise you that the compromise agreement in the above case, as described in our letter to you dated October 18, 1968, and confirmed in your letter of October 19, 1968, was approved by the State Highway Commission at its meeting in Salem on November 12.

Accordingly, I enclose herewith for execution by you and your clients, as appropriate, the following documents:

1. Mutual Release on the 12th Street-North Ashland job. One original has already been executed on behalf of the State by Mr. Rohde, Chief Counsel, and this original is for your files. Please have the other two originals executed by your clients, endorsing your approval thereon as indicated, and return them to us.

NOTED
R. L. PORTER

2. Release on the Clark Bridge Overcrossing job, to be executed in duplicate by your clients and returned to us. The extra copy is for your files.

3. Final Estimate on the Clark Bridge Overcrossing job, to be executed by your clients in the usual way.

4. Release on the Boardman Junction-Irrigon Section, Old Oregon Trail-Columbia River Highway job, to be executed in duplicate by your clients, and returned to us. The extra copy is for your files.

11-18-68

Copy to [illegible]
Bond

5. Final Estimate on the Boardman Junction-Irrigon Section, Old Oregon Trail-Columbia River Highway job, to be executed by your clients in the usual way.

6. Stipulation and Order for dismissal of the captioned case, which has already been executed in triplicate by me. Please endorse your stipulation in duplicate and return two originals to me. I will, of course, withhold presentation of the original to the Court until such time as you have received the agreed consideration.

The mechanics of payment are somewhat different than in previous settlements of other cases, inasmuch as the final estimates and vouchers on the Clark Bridge Overcrossing and Old Oregon Trail-Columbia River jobs have not previously been issued. Upon return of the various documents to us, duly executed, the estimates will be paid by our accounting people in the usual way, if this meets with your approval.

Thank you for your cooperation.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:rh
Encls.

bcc: Mr. G. E. Rohde
Mr. R. L. Porter
Mr. C. H. Maison
Mr. L. H. Young

RECEIVED
NOV 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-13X 50 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

RECEIVED
2 1968

TWN-57(3)
5955

C

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

October 18, 1968

Mr. Norman B. Kobin
Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Re: State v. Heintz and Rogers
Our file: L-4343-A
Multnomah County Circuit
Court Case No. 292-833

Dear Mr. Kobin:

In accordance with our recent telephone conversation, I am now authorized to advise you that we are prepared to recommend to the State Highway Commission that the above case be compromised upon the basis which we discussed.

Under these terms, the State would pay to your clients the sum of $10,006.13, representing the amounts withheld from final payments on other jobs, as an off-set to our claim in the instant case. The break down on this figure is as follows: (1) Withheld on Contract No. 5971 (Clark Bridge Overcrossing) the amount of $2,734.24. This item, you will recall, was stipulated to be the correct amount during the first trial. (2) Withheld on Contract No. 5955 (Old Oregon Trail-Columbia River Section) the sum of $7,271.89.

In exchange for such payment, your clients would release the State from any and all claims on the two above-mentioned projects, and both sides would execute a mutual release of any and all claims on the instant project.

Please advise at your earliest convenience whether this is in accordance with your understanding. If so, we anticipate that final approval will be obtained at the next regular meeting of the Highway Commission on November 12.

I note that the case has been set for trial on November 18th and will accordingly come up on the weekly call calendar on Friday, November 8th. Hence, it would appear appropriate to ask that the case be taken off the docket for November 18th, on the basis of a probable settlement and then if, for any reason, the settlement is not consummated it could be re-set. I would imagine you share my preference to avoid trial preparation if the trial is not going to be necessary.

I will appreciate hearing from you at your earliest convenience.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

AHJ:rh

bcc: Mr. G. E. Rohde
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. Donald Howe

RECEIVED
OCT 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 14, 1968

SUBJECT: Recent Compromise Offer
State Highway Commission
v. Heintz, et al
File L-4343

To: Mr. R. L. Porter
Deputy State Highway Engineer
Building

As you know, this case is presently set to be retried in Multnomah County commencing on November 18, 1968. The first trial, in the fall of 1964, lasted for approximately two (2) weeks. There is some reason to believe that the retrial might not require as long, but it will undoubtedly take at least a week or ten days of trial time.

On March 2, 1967, I prepared a "Memo to File" summarizing the facts and figures regarding the case, and my recommendations regarding settlement possibilities at that time (see copy attached). To summarize briefly, this case involves an overpayment on some fifteen (15) separate pay items amounting to $155,106.63.

An immediate off-set to that figure, is underpayment on other pay items, as computed in the final estimate, amounting to $7,959.40.

This left a net overpayment to the contractor of $147,147.23. Of that sum, we were holding as retainage at the end of the job $71,661.32, leaving a balance or net overpayment of $75,485.91. Recovery of this last mentioned figure was sought in the earlier trial.

It appeared during the first trial and the appeal, that the principal controversy involves overpayment on four (4) pay items amounting to approximately $131,000. The items involved are general excavation, extra for selected subgrade material, long and short overhaul.

This principal dispute may be traced back to our contract plans which called for installation of 18 inches of selected subgrade materials throughout the job, with corresponding excavation 18 inches below sub-grade in all cuts on the job.

When work commenced, it was discovered that in many of the cuts, the native material was rock suitable for sub-grade purposes. Accordingly, our engineering personnel instructed the contractor not to remove the 18 inches of material in those areas where the native material was suitable. According to our personnel, this procedure was followed, and the 18 inches was not actually excavated in any of the rock cuts.

The contractor's personnel testified that it was necessary to handle or move nearly all of this material. There was also testimony that the State personnel had instructed the contractor to take out the 18 inches in the rock cuts and replace it with selected sub-grade material, in order to achieve uniformity of compaction throughout the job.

We made no written change as to the 18 inches of material in rock cuts, other than construction stakes placed during the job. On the appeal, the Supreme Court held that the placing of such stakes was not a written change order. This may be of considerable importance on the retrial, in view of the contract provision that deviations from the plans are permissible only on the written order of the engineer (Art. 1.5.2, 1954 Standard Specifications).

This problem of the 18 inches of selected sub-grade material does not in any event account for more than about 80% or $105,000of the overpayment on the four (4) pay items involved, according to our engineering personnel's calculations. On the first trial, evidence to this effect was excluded.

As previously noted, the evidence at the first trial, and presumably the evidence at the second trial, will be such as would support a finding that the $105,000, or perhaps the entire $131,000 in the four pay items mentioned, is all the State's, all the contractor's, or to be apportioned between the parties. Since we, as plaintiff, have the burden of proof, perhaps the contractor must be regarded as having the balance of probabilities on this matter in his favor.

As noted in my earlier memorandum, at that time I recommended that we attempt to obtain a compromise whereby the contractors would pay us the highest figure obtainable in the range of from $10,000 to $30,000.

Subsequent to your most recent conversations with Mr. Rogers about settlement possibilities, I discussed the same subject with the contractor's attorney, Mr. Kobin. He indicated at that time that the contractor would be willing to settle this entire matter if the State would pay them $10,000 net. I indicated some doubt that this would be acceptable, but agreed to transmit the offer to you for consideration.

It should be noted that this offer is, because of late developments, within the range of my earlier recommendation as to a suitable compromise figure.

At the time of my earlier memorandum, I was accounting for an additional credit to the contractor of some $2,700.00, which was withheld from payments due the contractor on Contract No. 5971, an entirely separate job, as an offset to our overpayment claim on this project.

I have subsequently learned, that on yet another unrelated job, Contract No. 5955, we withheld an additional sum of $7,271.89, with no justification other than as an offset to the overpayment on the subject project. Further, I learned that on August 29, 1963 (more than a year before the first trial) the Commission granted the contractor's request for an extension of time on this project, to the extent of allowing an extension of 44 days, which at $300 per day amounts to a remission of $13,200.00 due to the contractor. These two items were unknown to me at the time of the first trial or my earlier memorandum on settlement figures.

Thus, we are in the position of holding an additional $10,202.13 which the contractor has coming on other jobs, which are unrelated to the subject project. Further, we should, pursuant to the Commission's action in Augst of 1963, allow the contractor an additional credit of $13,200.00 representing remission of liquidated damages.

It may be observed that our previous failure to give credit for the liquidated damages which should have been remitted, may be a source of some embarrassment upon a re-trial. Since the time extension was granted long before the first trial, it can be made to appear that we intentionally claimed at least $13,200 more than we could have reasonably believed we were entitled to. The same is true of the withholding of $7,271.89 on Contract No. 5955, which occurred in a post-final estimate for the period ending September 19, 1962, on a voucher issued July 31, 1963. The facts regarding these items may not be presently known or appreciated by the contractor, but before the re-trial, we will have to allege these facts by Supplemental Complaint. Otherwise, we would again be claiming $20,471.89 more than we could have coming which is possibly unethical for an attorney and certainly poor practice for a public agency.

Accordingly, in view of the uncertainties involved in a re-trial, not to mention the time and expense involved, I believe that the contractor's offer is within the range of reasonable proposals. It should also be noted that several of our witnesses used on the first trial are no longer with the department and they may or may not be available. These include L. R. Chandler, then Division Engineer, who is now retired, as well as Messrs. Burrell, Bowne, and Framhus, all of whom were members of Mr. Haller's crew at the time, and all of whom have since moved on to greener pastures.

Considering the figures involved in another way, the most the State could recover would be $52,279.78 (Net overpayment of $75,485.91, less additional credits of $23,206.13). The theoretical maximum the contractor might recover would be $102,826.85, consisting of the retainage ($71,661.32), plus the admitted additional credits ($23,206.13), plus the underpayments on other items ($7,959.40). If the items on which the contractor did not seriously question the overpayments ($24,151.78) are deducted, this still leaves $78,675.07 which the contractor might reasonably be expected to recover if the jury finds against us. Thus, the mathematical possibilities favor the contractor by at least $26,395.29.

Since we have the burden of proof, this balancing of maximum possibilities indicates that a compromise on the basis of a $10,000 net payment to the contractor is not unreasonable.

Since, as noted above, the re-trial is scheduled to begin November 18th, I would appreciate an early reply as to whether or not a settlement should be effected on the basis of a $10,000 net payment to the contractor. This would, of course, involve a release from the contractor from any and all claims on the two outside jobs, as well as on the subject project.

Alan H. Johansen

Alan Johansen
Staff Attorney

AJ/bdr
cc: G. E. Rohde

RECEIVED
DEC 14 1966

FOR FILING

J-[illegible]-1-5([illegible]) [illegible]

59[illegible]

December 14, 1966

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P.O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VB:ak
Attachment

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ----- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ----- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ----- Rufus-Arlington, Roadside Seeding
Contract No. 6671 ----- Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ----- Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ----- Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 12-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,295,561.35	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	436,188.50	311,438.59	308,531.26	2,907.33
6934	14,420.46	13,363.03	11,933.97	1,429.06
				$ 4,336.39

*** The above figures include Construction Engineering and Contingencies.**

Last report until additional contracts are awarded.

RECEIVED
NOV 16 1966

FOR FILING

[illegible]

5955

November 15, 1966

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VB:jb

Attachment

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange & N.Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ----- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ----- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ----- Rufus-Arlington, Roadside Seeding
Contract No. 6671 ----- Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ----- Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ----- Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 11-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,295,561.35	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	431,437.87	308,046.64	286,860.27	21,186.37
6934	-	-	-	-
				$21,186.37

* The above figures include Construction Engineering and Contingencies.

RECEIVED
OCT 18 1966
FOR FILING

October 27, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box [illegible]
Arlington, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VD:lb
Attachment

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ----- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ----- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ----- Rufus-Arlington, Roadside Seeding
Contract No. 6671 ----- Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ----- Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ----- Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 10-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,295,561.35	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	431,437.87	308,046.64	286,860.27	21,186.37
6934	-	-	-	-
				$21,186.37

*The above figures include Construction Engineering and Contingencies.

RECEIVED
SEP 15 1966

[illegible]

1951

September 15, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Attachment

VB:ia

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———————— Irrigon-Umatilla Section
Contract No. 5955 ———————— Boardman Jct.-Irrigon Section
Contract No. 6014 ———————— John Day River Bridge
Contract No. 6209 ———————— Blalock-Arlington, G
Contract No. 6219 ———————— Arlington Viaduct
Contract No. 6292 ———————— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———————— Heppner Jct. Interchange Structure
Contract No. 6349 ———————— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———————— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ———————— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ———————— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———————— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———————— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ———————— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ———————— Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ———————— Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 9-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,269,120.49	26,440.86
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	429,621.16	306,749.50	286,860.27	19,889.23
6934	-	-	-	-
				$46,330.09

* The above figures include Construction Engineering and Contingencies.

RECEIVED
AUG 1 2 1966
FOR FILING
[illegible]
5944

August 11, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VB:ak

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———— Irrigon-Umatilla Section
Contract No. 5955 ———— Boardman Jct.-Irrigon Section
Contract No. 6014 ———— John Day River Bridge
Contract No. 6209 ———— Blalock-Arlington, G
Contract No. 6219 ———— Arlington Viaduct
Contract No. 6292 ———— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———— Heppner Jct. Interchange Structure
Contract No. 6349 ———— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ———— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ———— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ———— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ———— Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 8-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,455.73	665,095.68	665,095.68	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,845.94	19,443.52	23,755.50	-
6749	405,154.22	289,280.11	286,860.27	2,419.84
				$ 2,419.84

* The above figures include Construction Engineering and Contingencies.

RECEIVED
JUL 19 1966

I-80N-1(1) [illegible]

89[illegible]

July [illegible], 196[illegible]

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VB:ak

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----------Irrigon-Umatilla Section
Contract No. 5955 ----------Boardman Jct.-Irrigon Section
Contract No. 6014 ----------John Day River Bridge
Contract No. 6209 ----------Blalock-Arlington, G
Contract No. 6219 ----------Arlington Viaduct
Contract No. 6292 ----------Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----------Heppner Jct. Interchange Structure
Contract No. 6349 ----------E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----------Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ----------Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ----------Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----------Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ----------Rufus-Arlington, Roadside Seeding
Contract No. 6671 ----------Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ----------Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 7-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,414.63	1,009,031.98	1,009,031.98	-
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	665,095.68	661,474.16	3,621.52
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	92,588.17	19,443.52	-	19,443.52
6749	423,487.60	302,370.15	-	302,370.15
				$ 325,435.19

* The above figures include Construction Engineering and Contingencies.

RECEIVED
JUN 24 1966

FOR FILING

[illegible]/66

[illegible]

1

June 24, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

CRN:kc

[illegible]EGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ---------	Irrigon-Umatilla Section
Contract No. 5955 ---------	Boardman Jct.-Irrigon Section
Contract No. 6014 ---------	John Day River Bridge
Contract No. 6209 ---------	Blalock-Arlington, G
Contract No. 6219 ---------	Arlington Viaduct
Contract No. 6292 ---------	Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ---------	Heppner Jct. Interchange Structure
Contract No. 6349 ---------	E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ---------	Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ---------	Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ---------	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ---------	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ---------	Rufus-Arlington, Roadside Seeding
Contract No. 6671 ---------	Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ---------	Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 6-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,414.63	1,009,031.98	1,009,031.98	-
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	91,861.56	19,290.93	-	19,290.93
6749	357,317.41	286,616.40	-	286,616.40
				$ 305,907.33

* The above figures include Construction Engineering and Contingencies.

RECEIVED
MAY 20 1966

I-80N-5(5)166

5955

1

May 19, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P.O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
CN:ed

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 --------- Irrigon-Umatilla Section
Contract No. 5955 --------- Boardman Jct.-Irrigon Section
Contract No. 6014 --------- John Day River Bridge
Contract No. 6209 --------- Blalock-Arlington, G
Contract No. 6219 --------- Arlington Viaduct
Contract No. 6292 --------- Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 --------- Heppner Jct. Interchange Structure
Contract No. 6349 --------- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 --------- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 --------- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 --------- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 --------- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 --------- Rufus-Arlington, Roadside Seeding
Contract No. 6671 --------- Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 --------- Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 5-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,414.63	1,009,031.98	1,009,031.98	-
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	91,861.56	19,290.93	-	19,290.93
6749	357,317.41	255,124.63	-	255,124.63
				$ 274,415.56

* The above figures include Construction Engineering and Contingencies.

RECEIVED
APR 21 1966

FOR FILING

[illegible]

[illegible]

April 20, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:lt
Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ——— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ——— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ——— Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 4-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,669.20	3,477,450.94	2,218.26
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	841,265.71	75,766.84
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	53,494.08	11,233.76	-	11,233.76
6749	228,768.98	163,347.05	-	163,341.05
				$ 259,609.39

* The above figures include Construction Engineering and Contingencies.

RECEIVED
MAR 22 1966
FOR FILING

[illegible]

5955

March 18, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
PO Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHJ:cr

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ——— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ——— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ——— Willow Creek (Westbound Lanes), G-P-Str.-Sign.

Cont. No.	Total Amount of Work Performed to 3-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,669.20	3,477,450.94	2,218.26
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,003,332.44	903,149.84	841,265.71	61,844.13
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,451.78	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	36,707.95	7,708.67	-	7,708.67
6749	179,096.29	127,874.75	-	127,874.75
				$206,695.29

* The above figures include Construction Engineering and Contingencies.

RECEIVED
FEB 18 1966
FOR FILING

[illegible]

[illegible]

February 1[illegible], 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:bb

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———— Irrigon-Umatilla Section
Contract No. 5955 ———— Boardman Jct.-Irrigon Section
Contract No. 6014 ———— John Day River Bridge
Contract No. 6209 ———— Blalock-Arlington, G
Contract No. 6219 ———— Arlington Viaduct
Contract No. 6292 ———— Heppner Jct. Interch. and N.Unit, Heppner Jct.-Rhea
Contract No. 6314 ———— Heppner Jct. Interchange Structure
Contract No. 6349 ———— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ———— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ———— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ———— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ———— Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 2-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,669.20	3,477,450.94	2,218.26
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.43	1,002,062.65	6,966.83
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,003,332.44	903,149.84	841,265.71	61,844.13
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,305,186.26	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	36,707.95	7,708.67	-	7,708.67
6749	112,065.88	80,150.38	-	80,150.38
				$158,970.92

*The above figures include Construction Engineering and Contingencies.

RECEIVED
NOV 17 1965

595

November 17, 1965

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:lt
Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 — Irrigon-Umatilla Section
Contract No. 5955 — Boardman Jct.-Irrigon Section
Contract No. 6014 — John Day River Bridge
Contract No. 6209 — Blalock-Arlington, G
Contract No. 6219 — Arlington Viaduct
Contract No. 6292 — Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 — Heppner Jct. Interchange Structure
Contract No. 6349 — E. Unit, Arlington-Heppner Jct.
Contract No. 6351 — Blalock-Arlington, Stone Base and Oil
Contract No. 6372 — Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 — Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 — Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 — Rufus-Arlington, Roadside Seeding
Contract No. 6671 — Airport Road-Irrigon Jct., Landscaping

Cont. No.	Total Amount of Work Performed to 11-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,003,332.44	903,149.84	841,265.71	61,884.13
6372	2,061,218.76	64,645.32	64,645.32	-
6388	2,305,186.26	661,474.16	661,474.16	-
6396	227,685.91	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	36,707.95	7,708.67	-	7,708.67
				$ 71,968.39

*The above figures include Construction Engineering and Contingencies.

RECEIVED
OCT 22 1965

October 2[illegible], 1965

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the Unbilled Accrued Costs on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]
Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 --- Irrigon-Umatilla Section
Contract No. 5955 --- Boardman Jct.-Irrigon Section
Contract No. 6014 --- John Day River Bridge
Contract No. 6209 --- Blalock-Arlington, G
Contract No. 6219 --- Arlington Viaduct
Contract No. 6292 --- Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 --- Heppner Jct. Interchange Structure
Contract No. 6349 --- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 --- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 --- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 --- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 --- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 --- Rufus-Arlington, Roadside Seeding
Contract No. 6671 --- Airport Road-Irrigon Jct., Landscaping

Cont. No.	Total Amount of Work Performed to 10-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,060,015.33	1,022,312.65	1,022,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,013,057.71	912,875.11	815,790.29	97,084.82
6372	2,061,218.76	64,645.32	64,645.32	-
6388	2,305,186.26	685,229.66	615,446.88	69,782.78
6396	227,685.91	115,814.26	89,973.25	25,841.01
6544	14,035.28	12,337.15	12,337.15	-
6671	19,071.72	4,005.06	-	4,005.06
				$199,089.26

*The above figures include Construction Engineering and Contingencies.

I-xxN 5(5)166

5955

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 — Irrigon-Umatilla Section
Contract No. 5955 — Boardman Jct.-Irrigon Section
Contract No. 6014 — John Day River Bridge
Contract No. 6209 — Blalock-Arlington, G
Contract No. 6219 — Arlington Viaduct
Contract No. 6292 — Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 — Heppner Jct. Interchange Structure
Contract No. 6349 — E. Unit, Arlington-Heppner Jct.
Contract No. 6351 — Blalock-Arlington, Stone Base and Oil
Contract No. 6372 — Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 — Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 — Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 — Rufus-Arlington, Roadside Seeding
Contract No. 6671 — Airport Road-Irrigon Jct., Landscaping

Cont. No.	Total Amount of Work Performed to 9/5/65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,060,015.33	1,022,312.65	1,022,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	988,460.17	888,277.57	815,790.29	72,487.28
6372	2,061,218.76	64,645.32	64,645.32	-
6388	2,211,965.47	661,377.68	615,446.88	45,930.80
6396	227,403.50	102,331.58	89,973.25	12,358.33
6544	14,035.28	12,337.15	12,337.15	-
6671	-	-	-	-
				$133,152.00

* The above figures include Construction Engineering and Contingencies.

RECEIVED
AUG 17 1965

I-80N-5(5)166

5955

August 16, 1965

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRH:mb
Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ------------------ Irrigon-Umatilla Section
Contract No. 5955 ------------------ Boardman Jct.-Irrigon Section
Contract No. 6014 ------------------ John Day River Bridge
Contract No. 6209 ------------------ Blalock-Arlington, G
Contract No. 6219 ------------------ Arlington Viaduct
Contract No. 6292 ------------------ Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ------------------ Heppner Jct. Interchange Structure
Contract No. 6349 ------------------ E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ------------------ Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ------------------ Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ------------------ Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ------------------ Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ------------------ Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 8-5-65 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,060,015.33	1,022,312.65	1,022,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	993,161.07	892,978.47	603,509.77	289,468.70
6372	2,061,218.76	64,645.32	-	64,645.32
6388	1,936,448.64	578,998.13	355,074.01	223,924.12
6396	226,336.75	101,851.54	89,973.25	11,878.29
6544	14,035.28	12,337.15	12,337.15	-
				$ 592,292.02

* The above figures include Construction Engineering and Contingencies.

A

RECEIVED
JUL 21 1965

FOR FILING

I-80N-5(5)166

994

July 21, 1965

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

I. [illegible] Young
Office Engineer

Attachments.

CRN:cd

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	Irrigon-Umatilla Section
Contract No. 5955	Boardman Jct.-Irrigon Section
Contract No. 6014	John Day River Bridge
Contract No. 6209	Blalock-Arlington, G
Contract No. 6219	Arlington Viaduct
Contract No. 6292	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rea
Contract No. 6314	Heppner Jct. Interchange Structure
Contract No. 6349	S. Unit, Arlington-Heppner Jct.
Contract No. 6351	Blalock-Arlington, Stone Base and Oil
Contract No. 6372	Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544	Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 7-5-65 *	US Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,477,450.94	3,477,450.94	-
6219	1,269,675.49	1,269,675.49	1,269,675.49	-
6292	1,060,015.33	1,022,312.65	1,022,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,068.89	57,078.91	57,078.91	-
6351	964,264.42	864,081.82	603,509.77	260,572.05
6372	2,061,218.76	64,645.32	-	64,645.32
6388	1,936,448.64	578,998.13	355,074.01	223,924.12
6396	226,336.75	101,851.54	89,973.25	11,878.29
6544	14,035.28	12,337.15	12,337.15	-
				561,269.78

* The above fugures include Construction Engineering and Contingencies

A

RECEIVED
JUN 18 1965

I-80N-5(5) 126

6144

June 17, 1965

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHI:kc

Attachments

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———— Irrigon-Umatilla Section
Contract No. 5955 ———— Boardman Jct.-Irrigon Section
Contract No. 6014 ———— John Day River Bridge
Contract No. 6209 ———— Blalock-Arlington, G
Contract No. 6219 ———— Arlington Viaduct
Contract No. 6292 ———— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———— Heppner Jct. Interchange Structure
Contract No. 6349 ———— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ———— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 6-5-65 *	US Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,477,450.04	3,477,450.94	-
6219	1,269,675.49	1,269,675.49	1,269,675.49	-
6292	1,060,015.33	1,002,312.65	1,002,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,068.89	57,078.91	57,078.91	-
6351	926,744.52	500,738.65	603,509.77	223,052.15
6388	1,674,711.18	500,738.65	355,074.01	145,664.64
6396	226,033.82	101,715.22	89,973.25	11,741.97
6544	14,035.28	12,337.15	12,337.15	-
				$380,708.76

* The above figures include Construction Engineering and Contingencies.

RECEIVED
MAY 13 1965
FOR FILING

May 12, 1965

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRH:cr

Attachments

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——————— Irrigon-Umatilla Section
Contract No. 5955 ——————— Boardman Jct.-Irrigon Section
Contract No. 6014 ——————— John Day River Bridge
Contract No. 6209 ——————— Blalock-Arlington, G
Contract No. 6219 ——————— Arlington Viaduct
Contract No. 6292 ——————— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——————— Heppner Jct. Interchange Structure
Contract No. 6349 ——————— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——————— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——————— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——————— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——————— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 5-5-65 *	US Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,477,450.04	3,477,450.94	-
6219	1,269,675.49	1,269,675.49	1,269,675.49	-
6292	1,060,015.33	1,002,312.65	1,002,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,068.89	57,078.91	57,078.91	-
6351	824,817.79	734,087.83	603,509.77	130,578.06
6388	1,511,942.97	452,070.93	355,074.01	96,996.92
6396	226,033.82	101,715.22	89,973.25	11,741.97
6544	14,035.28	12,337.15	12,337.15	-
				$239,566.95
	Billings being processed as of 5-12-65			25,086.72
				$264,653.67

* The above figures include Construction Engineering and Contingencies.

RECEIVED
APR 19 1965

5955

April 16, 1965

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:jb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———— Irrigon-Umatilla Section
Contract No. 5955 ———— Boardman Jct.-Irrigon Section
Contract No. 6014 ———— John Day River Bridge
Contract No. 6209 ———— Blalock-Arlington, G
Contract No. 6219 ———— Arlington Viaduct
Contract No. 6292 ———— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———— Heppner Jct. Interchange Structure
Contract No. 6349 ———— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ———— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 4-5-65 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,675.49	1,269,675.49	1,269,666.01	9.48
6292	1,060,015.33	1,010,936.59	959,922.32	51,014.27
6314	83,262.83	83,262.83	-	83,262.83
6349	1,385,068.89	55,842.05	-	55,842.05
6351	723,657.88	644,055.51	480,158.90	163,896.61
6388	1,223,997.62	365,975.28	214,205.72	151,769.56
6396	226,033.82	101,715.22	-	101,715.22
6544	13,757.98	12,211.58	-	12,211.58
				$622,942.70

* The above figures include Construction Engineering and Contingencies.

RECEIVED
MAR 17 1965
FOR FILING

March 17, 1965

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHH:jb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———————— Irrigon-Umatilla Section
Contract No. 5955 ———————— Boardman Jct.-Irrigon Section
Contract No. 6014 ———————— John Day River Bridge
Contract No. 6209 ———————— Blalock-Arlington, G
Contract No. 6219 ———————— Arlington Viaduct
Contract No. 6292 ———————— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———————— Heppner Jct. Interchange Structure
Contract No. 6349 ———————— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———————— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ———————— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———————— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———————— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 3-5-65 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	619,902.99	551,713.66	480,158.90	71,554.76
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
6544	5,247.12	4,657.34	-	4,657.34
				$409,133.75

* The above figures include Construction Engineering and Contingencies.

9

RECEIVED
MAR 4 - 1965

FOR FILING

March 4, 1965

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No.
DA-45-164-CIVENG-61-103
Relocation of Oregon
Highway Facilities
John Day Lock and Dam

Dear Sir:

Reference is made to your letter of February 11 regarding better liaison between our respective organizations, particularly with respect to financial obligations incurred. Comments upon your proposals are as follows:

(a) We were under the impression that all Extra Work Orders, Price Agreements, and State Force Orders on contracts administered by the State Highway Department had been submitted to your Resident Engineer, Mr. Ben Molle' in duplicate by our Mr. J. S. Sawyer. I am currently having Mr. Sawyer re-check all of these jobs to be sure that this has been done. I am further advised that in cases where the change orders are of some magnitude, joint field inspection is made by your people and Mr. Sawyer.

You may have assurance that we will take every precaution to see that you are kept fully advised. If submission of these documents through your Resident Engineer's office is not the proper routing, please advise us of the routing you would prefer.

(b) At the end of each estimate period, you will be furnished with copies of the Resident Engineer's Project Cost Report for each project over which we have jurisdiction. In the past, we have furnished you with a listing of the unbilled accrued costs on each state-administered project.

For your further information, I am enclosing a copy of the above listing. This, again, is furnished to your Resident Engineer at Boardman.

We hope the foregoing procedures will expedite reimbursement to the State and simplify the audit at the final settlement stage.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Lloyd P. Shaw
Victor D. wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
J. S. Sawyer
A. F. Parson
J. F. Putnam

LHY:mb fn

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWCO-CA

11 February 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Draft for Cooper please

Dear Mr. Cooper:

It has come to my attention that, in preparation of final payments to State contractors performing work pursuant to the terms of our agreement contract above cited, there have been several changes executed under those contracts of which my office has not been informed and as a consequence, significant changes have been made in the obligation of the Government. I believe it is to our mutual advantage to develop a system of keeping our agencies as current as possible in such matters. I submit for your consideration that the following procedures be instituted as soon as possible:

a. Submit for my approval all changes to be executed under those construction contracts administered by your office and on which the Government has cost responsibility. This procedure is prescribed in Article 1c of our agreement. Any changes already executed should likewise be furnished so that our records may be current.

b. At the end of each month that your Resident Engineer staff make available for my staff of the Resident Engineer's office located at Boardman, Oregon, copies of the most recent payment estimates processed by you and work being performed by your contractors under this agreement contract and on which you are to be reimbursed from Government obligations.

Copy To Young
2-16-65

It is anticipated that, by the use of these procedures, processing of reimbursement to the State can be materially expedited, be more accurate, and that the obligations of the State and Federal Government be adjusted realistically as the need arises.

Your comments are requested.

Sincerely yours,

Frank D. McElwee
FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
FEB 15 1965
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ————————	Irrigon-Umatilla Section
Contract No. 5955 ————————	Boardman Jct.-Irrigon Section
Contract No. 6014 ————————	John Day River Bridge
Contract No. 6209 ————————	Blalock-Arlington, G
Contract No. 6219 ————————	Arlington Viaduct
Contract No. 6292 ————————	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ————————	Heppner Jct. Interchange Structure
Contract No. 6349 ————————	E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ————————	Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ————————	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ————————	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ————————	Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 2-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	587,800.59	523,142.53	480,158.90	42,983.63
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
				$ 375,905.28

* The above figures include Construction Engineering and Contingencies.

1944

[illegible]

[illegible]

[illegible] Highway Commission.

[illegible]

Cont. No.	Total Amount of Work Performed [illegible]	U.S. [illegible]	[illegible]	[illegible]
[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ -
[illegible]	[illegible]	[illegible]	[illegible]	-
[illegible]	2,577,116.[illegible]	[illegible]	[illegible]	-
6009	3,211,505.94	3,107,551.95	[illegible]	[illegible]
6019	[illegible].11	[illegible].11	1,269,[illegible].01	2.10
[illegible]	1,056,996.75	1,0[illegible].75	[illegible]	[illegible]
6014	[illegible]	[illegible]	-	[illegible]
6049	1,996,051.93	55,212.05	-	55,212.05
6351	527,[illegible].59	523,[illegible]	480,150.90	[illegible]
6903	852,671.03	251,916.64	214,605.72	[illegible].92
6396	226,093.62	101,715.22	-	[illegible]
				$ [illegible]

* The above figures include Construction Engineering and Contingencies.

[illegible] N[illegible] ( ) [illegible]

5[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Referring to U.S. Army Engineers' Agreement Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-[illegible] regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. [illegible]	------------------	Irrigon-Umatilla Section
Contract No. [illegible]	------------------	Boardman Jct.-Irrigon Section
Contract No. 6024	------------------	John Day River Bridge
Contract No. [illegible]	------------------	Blalock-Arlington, G
Contract No. [illegible]	------------------	Arlington Viaduct
Contract No. 6292	------------------	Heppner Jct. Interchange and E. Unit, Heppner Jct.-[illegible]
Contract No. 6314	------------------	Heppner Jct. Interchange Structure
Contract No. 6349	------------------	W. Unit, Arlington-Heppner Jct.
Contract No. 6351	------------------	Blalock-Arlington, Stone Base and Oil
Contract No. 6388	------------------	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396	------------------	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. ____	------------------	Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Completed to 1-5-6[illegible]*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
[illegible]	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
[illegible]	1,329,600.00	248,960.00	248,960.00	-
6024	2,507,116.87	1,543,627.62	1,543,627.62	-
[illegible]	3,641,505.94	3,467,931.95	3,464,710.85	3,221.10
[illegible]	1,269,378.67	1,269,378.67	1,196,653.14	72,725.53
6292	1,056,996.70	1,008,057.75	669,314.26	338,243.49
6314	82,555.45	82,555.45	-	82,555.45
6349	1,396,051.38	55,342.05	-	55,342.05
6351	587,800.59	470,240.47	310,659.82	159,580.65
6388	834,631.03	249,554.68	51,318.68	198,236.00
6396	226,033.82	101,715.22	-	101,715.22
				1,012,119.49

*The above figures include Construction Engineering and Contingencies.

RECEIVED
DEC 16 1964

FOR FILING

6766

December 15, 1964

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 26
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:bb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——————— Irrigon-Umatilla Section
Contract No. 5955 ——————— Boardman Jct.-Irrigon Section
Contract No. 6014 ——————— John Day River Bridge
Contract No. 6209 ——————— Blalock-Arlington, G
Contract No. 6219 ——————— Arlington Viaduct
Contract No. 6292 ——————— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——————— Heppner Jct. Interchange Structure
Contract No. 6349 ——————— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——————— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——————— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——————— Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 12-5-64*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,543,627.62	1,543,627.62	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,378.67	1,269,378.67	1,196,653.14	72,725.53
6292	1,056,996.70	1,008,057.75	669,814.26	338,243.49
6314	82,555.45	82,555.45	-	82,555.45
6349	1,395,829.05	55,833.16	-	55,833.16
6351	587,800.59	470,240.47	310,659.82	159,580.65
6388	758,052.16	226,657.60	51,318.68	175,338.92
6396	226,033.82	101,715.22	-	101,715.22
				$989,213.52

* The above figures include Construction Engineering and Contingencies.

RECEIVED
NOV 17 1964

FOR FILING

[illegible]

[illegible]

November 16, 1964

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRW:mb
Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 --- Irrigon-Umatilla Section
Contract No. 5955 --- Boardman Jct.-Irrigon Section
Contract No. 6014 --- John Day River Bridge
Contract No. 6209 --- Blalock-Arlington, G
Contract No. 6219 --- Arlington Viaduct
Contract No. 6292 --- Heppner Jct. Interchange and N.Unit, Heppner Jct.-Rhea
Contract No. 6314 --- Heppner Jct. Interchange Structure
Contract No. 6349 --- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 --- Blalock-Arlington, Stone Base & Oil
Contract No. 6388 --- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 --- Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 11-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,543,627.62	1,543,627.62	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,378.67	1,269,378.67	1,196,653.14	72,725.53
6292	1,056,996.70	1,008,057.75	669,814.26	338,243.49
6314	82,555.45	82,555.45	-	82,555.45
6349	1,395,829.05	55,833.16	-	55,333.16
6351	587,800.59	470,240.47	310,659.82	159,580.65
6388	647,688.19	193,658.77	51,318.68	142,340.09
6396	226,033.82	101,715.22	-	101,715.22
				$956,214.69

* The above figures include Construction Engineering and Contingencies.

51 55

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] yours,

[illegible]
[illegible] Engineer

[illegible]
[illegible] Engineer

[illegible]

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the Relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5[illegible]40 ---- Irrigon-Umatilla Section
Contract No. 5955 ---- Heppner Jct.-Irrigon Section
Contract No. 6014 ---- John Day River Bridge
Contract No. 6209 ---- Blalock-Arlington, G
Contract No. 6219 ---- Arlington Viaduct
Contract No. 6292 ---- Heppner Jct. Interchange and
N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ---- Heppner Jct. Interchange Structure
Contract No. 6349 ---- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ---- Blalock-Arlington, Stone Base & Oil
Contract No. 6383 ---- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ---- Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 10-5-[illegible] *	U.S. Army [illegible]	Amount Previously Billed	Unbilled Accrued Costs
5[illegible]40	$ 379,[illegible].00	$ [illegible].00	$ [illegible].00	$ -
5955	1,[illegible].00	[illegible].00	248,960.00	123,883.00
6014	[illegible].79	1,[illegible]27.62	1,543,627.62	-
6209	3,[illegible]	3,[illegible]	3,464,710.85	3,221.10
6219	1,26[illegible].61	1,[illegible]	1,196,653.14	65,[illegible]9.47
6292	1,033,061.06	9[illegible]	669,814.26	315,416.11
6314	81,754.36	[illegible]1,754.36	-	81,754.36
6349	1,342,549.81	53,[illegible]01.99	-	53,701.99
6351	573,[illegible]9.59	4[illegible]11.67	310,659.82	148,251.85
6383	544,95[illegible].03	162,[illegible]41.25	51,318.68	111,[illegible].57
6396	179,45[illegible].37	[illegible]0,[illegible]55.50	-	80,[illegible].50
				$984,435.95

* The above figures include Construction Engineering and Contingencies.

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 5, 1964

In reply refer to: 08-35.5

5955

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: E R Backlund
E. R. Backlund
Administrative Manager

SUBJECT: Audit Report 64-835-41
Preliminary Engineering, Routes 124, 132 & 145
Final Vouchers, F-132(11), F-145(10), F-145(11)

In conformance with your letter of September 18, 1964, in reply to our memorandum of August 12, 1964, we are approving the final vouchers on the following projects in reduced amounts as shown.

Project F-132(11), New Era-Canby Section		
Net amount claimed		$40,362.00
Deduction:		
Preliminary Engineering, lump sum transfers, Finding 1, Audit Report 64-835-41	2,464.69	
Federal Aid Pro Rata	63.44%	
Net deduction in even dollars		1,563.00
Net amount allowed		$38,799.00

Project F-145(10), Boardman Jct.-Irrigon Section		
Net amount claimed		38,662.00
Actual Preliminary Engineering Participating Costs	34,127.45	
Less deductions, Audit Report 41	8,368.90	
Participating costs allowable	25,758.55	
Participating costs claimed	24,199.04	
Additional amount that could be claimed	1,559.51	
Federal Aid Pro Rata	63.93%	
Additional amount eligible Amount that could be claimed		997.00
Voucher approved for payment in amount submitted per State's request in letter dated 9/18/64		$38,662.00

Project F-145(11), Irrigon-Umatilla Section		
Net amount claimed		20,381.00
Preliminary engineering as claimed	5,419.39	
Actual participating costs on allocation basis	4,773.85	
Amount of overclaim	645.54	
Plus deductions, Audit Report 41	2,174.08	
Total deductions	2,819.62	

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

(Carried forward) Total deductions	2,819.62	
Federal Aid Pro Rata	63.93%	
Net deduction in even dollars		1,802.00
Net amount allowed		18,579.00

[illegible])

5966

[illegible]

[illegible]

[illegible] U. S. Army Engineer's Agreements Nos. [illegible] and [illegible] regarding the relocation of [illegible]. The following [illegible] "[illegible]" on contracts that have been [illegible] by the [illegible] Commission.

Contract No. [illegible] ---- [illegible]
Contract No. [illegible] ---- [illegible]
Contract No. [illegible] ---- [illegible]
Contract No. [illegible] ---- [illegible]
Contract No. [illegible] ---- [illegible]
Contract No. [illegible] ---- [illegible]
[illegible]
Contract No. [illegible] ---- [illegible]
Contract No. [illegible] ---- [illegible]
Contract No. [illegible] ---- [illegible]
Contract No. [illegible] ---- Airport [illegible]
Contract No. [illegible] ---- Airport [illegible]

Cont. No.	Total Amount of Work Performed [illegible]	[illegible]	[illegible]	[illegible]
5940	$ [illegible]	$ [illegible]	$ [illegible]	–
5955	1,[illegible]	[illegible]	[illegible]	[illegible]
6014	[illegible]	[illegible]	[illegible]	–
[illegible]	[illegible]	[illegible]	[illegible],710.[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	1,[illegible]	[illegible]	[illegible]	[illegible]
6914	[illegible],751.96	[illegible]	–	[illegible]
6949	[illegible]	[illegible].78	–	[illegible]
6951	[illegible]	[illegible]	910,659.[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	51,[illegible].60	[illegible]
[illegible]	[illegible],095.79	72,[illegible]	–	[illegible]
				[illegible]

* The above figures include Construction Engineering and Contingencies.

RECEIVED
AUG 14 1964

FOR FILING

5155

August 13, 1964

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, [illegible]
P. O. Box [illegible]
[illegible], Oregon

Dear Sir:

Enclosed [illegible] is a statement showing the [illegible] [illegible] [illegible] by the [illegible] Commission on the [illegible] [illegible] around the John Day Dam.

Very truly yours,

[illegible]
[illegible]

By

E. H. [illegible]
[illegible]

RHC:kc

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-215 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	[illegible] Section
Contract No. 5955	[illegible] Jct.-[illegible] Section
Contract No. 6014	John Day River Bridge
Contract No. 6209	[illegible] C
Contract No. 6219	[illegible]
Contract No. 6292	Heppner Jct. Interchange and N. Unit, Heppner Jct.-[illegible]
Contract No. 6314	Heppner Jct. Interchange Structure
Contract No. 6349	N. Unit, Arlington-Heppner Jct.
Contract No. 6351	[illegible]-Arlington, Stone Base and Oil
Contract No. 6388	Airport Rd.-Irrigon Jct., [illegible]
Contract No. 6396	Airport Rd.-Irrigon Jct., 2 [illegible]

Cont. No.	Total Amount of Work Performed to 6-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,339,600.00	372,843.00	248,960.00	123,883.00
6014	2,506,969.79	1,543,427.62	1,543,427.62	-
6209	3,[illegible]41,464.23	3,467,931.95	3,464,710.85	3,221.10
6219	1,262,482.61	1,262,482.61	1,196,653.14	65,829.47
6292	1,025,333.80	957,060.85	649,014.26	308,046.59
6314	78,336.50	78,336.50	-	78,336.50
6349	741,407.78	30,459.51	-	30,459.51
6351	472,093.29	420,114.08	310,659.82	109,454.26
6388	3[illegible]2,794.99	96,515.70	51,318.68	45,197.02
6396	100,800.62	45,340.28	-	45,340.28
				$809,727.73

* The above figures include Construction Engineering and Contingencies.

[illegible]

49[illegible] [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5340 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange and N. Unit,
Heppner Jct.-Ione
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 7-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5340	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,506,969.79	1,543,627.62	1,543,627.62	-
6209	3,841,464.23	3,467,931.95	3,464,710.85	3,221.10
6219	1,262,482.61	1,262,482.67	1,196,653.14	65,829.47
6292	834,361.29	795,730.36	669,814.26	125,916.10
6314	68,194.59	68,194.59	-	68,194.59
6349	611,064.97	24,442.60	-	24,442.60
6351	472,038.29	420,114.08	310,659.82	109,454.26
6388	253,567.77	75,816.76	51,318.68	24,498.08
6396	73,722.26	33,175.02	-	33,175.02
				$512,724.75

* The above figures include Construction Engineering and Contingencies.

EIVED
JUL 8 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1964

SUBJECT: Relocation of Access
Boardman Jct.-Irrigon Section
Columbia River Highway
Morrow County

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request for a change in the location of an access which was constructed as part of Contract No. 5955. The purpose of the request is to correct the paper work to make it conform to the actual constructed location of the access. This correction was overlooked when the job was completed a few years ago.

There is no change in use restriction and no change in the traffic characteristics of the approach. This matter has been discussed with the Bureau of Public Roads and their approval will be routine.

Your approval is recommended.

F. D. Morgan
Construction Engineer

CHB:bjm
Attachments

RECEIVED
JUL 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Approved by Shaw
Forms returned To Morgan
7-8-64

RECEIVED
JUN 22 19[illegible]

[illegible]

June [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

CRN:lt

Enc.

[illegible]

Referring to U. S. Army Engineer's [illegible] Nos. [illegible]-133 and [illegible] regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5940 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, U
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange and W. Unit, Heppner Jct.-[illegible]
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——— Airport Road-Irrigon Jct., C-M-Strs.
Contract No. 6396 ——— Airport Road-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 6-5-61 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5940	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,940.00	123,903.00
6014	2,536,969.79	1,543,427.62	1,543,427.62	-
6209	3,831,986.95	3,447,931.95	3,444,710.85	3,221.10
6219	1,242,482.61	1,242,482.61	1,196,653.14	45,829.47
6292	776,999.97	741,024.87	669,814.26	71,210.61
6314	42,463.38	42,463.38	-	42,463.38
6349	490,947.94	19,697.92	-	19,697.92
6351	400,221.54	356,197.17	310,659.82	45,537.35
6388	231,140.25	69,116.91	51,318.68	17,798.23
6396	44,363.00	19,963.35	-	19,963.35
				$409,544.41

* The above figures include Construction Engineering and Contingencies.

RECEIVED

5955

May 18, 196[illegible]

[illegible] Engineer
[illegible] Engineer Resident Office
[illegible] Relocations, South Shore
[illegible]
[illegible], Oregon

Dear Sir:

Attached hereto is a statement showing the "[illegible] Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

GA:mb
Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange and N. Unit,
Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6383 ----- Airport Road-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----- Airport Road-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 5-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,553,656.88	1,416,954.27	136,702.61
6209	3,828,765.85	3,522,464.54	3,464,710.85	57,753.69
6219	1,262,482.61	1,262,482.67	1,196,653.14	65,829.47
6292	720,702.99	687,334.44	564,859.38	122,475.06
6314	36,716.54	36,716.54	-	36,716.54
6349	412,009.03	16,480.36	-	16,480.36
6351	377,296.92	335,794.26	187,832.67	147,961.59
6383	190,657.17	57,006.49	-	57,006.49
6396	-	-	-	-
				$ 764,808.31

* The above figures include Construction Engineering and Contingencies.

[illegible]

5½

RECEIVED
MAR 1 7 1964
FOR FILING

5955

March 17, 1964

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:bb

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ----- Airport Rd.-Irrigon Jct., G-P-Strs.

Cont. No.	Total Amount of Work Performed to 3-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,828,176.25	3,521,922.20	3,289,338.41	232,583.79
6219	1,252,932.61	1,252,932.61	1,062,382.40	190,550.21
6292	482,705.68	460,356.41	-	460,356.41
6314	-	-	-	-
6349	234,130.60	9,365.22	-	9,365.22
6351	233,105.23	207,463.65	-	207,463.65
6388	30,897.50	9,238.35	-	9,238.35
				$1,403,214.48

*The above figures include Construction Engineering and Contingencies.

RECEIVED
FEB 18 1954

FOR [illegible]

4/4

February 1[illegible], 19[illegible]

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement [illegible] Accrued Costs on contracts [illegible] the [illegible] on the relocated Columbia River Highway [illegible] and the [illegible] [illegible].

Very truly yours,

[illegible]
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:bb

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreement Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5940 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. [illegible] ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. [illegible] ----- Heppner Jct. Interchange and E. Unit, Heppner Jct.-[illegible]
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil

Cont. No.	Total Amount of Work Performed to [illegible]-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5940	$ [illegible]	$ [illegible]	35,000.00	$ -
5955	[illegible]	[illegible]	[illegible]	[illegible]
6014	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
6219	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	-	[illegible]
6314	-	-	-	-
6349	[illegible]	[illegible]	-	[illegible]
6351	151,971.78	[illegible]	-	[illegible]
				$[illegible]

* The above figures include Construction Engineering and Contingencies.

RECEIVED
JAN 16 1964
FOR FILING

5966

January 15, 1964

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box [illegible]
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:lt

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 -------- Irrigon-Umatilla Section
Contract No. 5955 -------- Boardman Jct.-Irrigon Section
Contract No. 6014 -------- John Day River Bridge
Contract No. 6209 -------- Blalock-Arlington, G
Contract No. 6219 -------- Arlington Viaduct
Contract No. 6292 -------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 -------- Heppner Jct. Interchange Structure
Contract No. 6349 -------- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 -------- Blalock-Arlington, Stone Base & Oil

Cont. No.	Total Amount of Work Performed to 1-5-64*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,793,045.83	3,489,602.14	3,289,338.41	200,263.73
6219	1,201,132.61	1,201,132.61	1,062,382.40	138,750.21
6292	201,278.81	191,959.60	-	191,959.60
6314	-	-	-	-
6349	69,459.40	2,788.38	-	2,788.38
6351	56,495.00	50,280.55	-	50,280.55
				$ 877,699.32

* The above figures include Construction Engineering and Contingencies.

RECEIVED
DEC 12 1963
FOR FILING

69

December 11, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P.O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:cr

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 -------- Irrigon-Umatilla Section
Contract No. 5955 -------- Boardman Jct.-Irrigon Section
Contract No. 6014 -------- John Day River Bridge
Contract No. 6209 -------- Blalock-Arlington
Contract No. 6219 -------- Arlington Viaduct
Contract No. 6292 -------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 -------- Heppner Jct. Interchange Structure

Cont. No.	Total Amount of Work Performed to 12-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,779,940.00	3,477,544.80	2,945,202.23	532,342.57
6219	1,183,832.61	1,183,832.61	583,224.42	600,608.19
6292	42,682.92	40,706.70	-	40,706.70
6314	-	-	-	-
				$1,467,314.31

* The above figures include Construction Engineering and Contingencies.

GKR:bb

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 -------- Irrigon-Umatilla Section
Contract No. 5955 -------- Boardman Jct.-Irrigon Section
Contract No. 6014 -------- John Day River Bridge
Contract No. 6209 -------- Blalock-Arlington
Contract No. 6219 -------- Arlington Viaduct
Contract No. 6292 -------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 -------- Heppner Jct. Interchange Structure

Cont. No.	Total Amount of Work Performed to 11-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,527,443.81	1,583,599.01	1,416,954.27	166,644.74
6209	3,699,908.44	3,403,915.73	2,945,202.23	458,713.50
6219	1,118,666.53	1,118,666.53	583,224.42	535,442.11
6292	-	-	-	-
6314	-	-	-	-
				$1,284,683.35

* The above figures include Construction Engineering and Contingencies.

NOV 14 1963

FOR FILING

5955

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. L. H. Young, Office Engineer

November 6, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

By:
L. R. Backlund
Administrative Manager

Oregon Project F-145(10)
Corps of Engineers Contribution
Boardman Jct.-Irrigon Section
Final Voucher

Confirming telephone conversation, this date, between Mr. L. H. Young and Mr. L. R. Backlund, this office will process the final voucher you have submitted and after payment close the fiscal file. The project will be retained in active status until the United States-Canadian treaty is ratified or May 26, 1966 is reached, whichever is earlier.

In the event the treaty is ratified and your Department claims the amount stipulated in the Project Agreement, the fiscal file will be reopened, the project agreement modified and the voucher processed.

original to Young
11-14-63

NOTED
LLOYD P. SHAW

RECEIVED
OCT 28 1963
FOR FILING

5955

October 17, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:lt
Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interch. and W. Unit, Heppner Jct.-Rhea

Contract No. 6314 ——— Heppner Jct. Interchange Str.

Cont. No.	Total Amount of Work Performed to 10-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,527,443.81	1,583,599.01	1,416,954.27	166,644.74
6209	3,609,419.00	3,320,665.48	2,945,202.23	375,463.25
6219	949,138.31	949,138.31	583,224.42	365,913.89
6292	-	-	-	-
6314	-	-	-	-
				$1,031,904.88

* The above figures include Construction Engineering and Contingencies.

RECEIVED
SEP 19 1963

FOR FILING

5955

September 17, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P.O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:bb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	———	Irrigon-Umatilla Section
Contract No. 5955	———	Boardman Jct.-Irrigon Section
Contract No. 6014	———	John Day River Bridge
Contract No. 6209	———	Blalock-Arlington
Contract No. 6219	———	Arlington Viaduct
Contract No. 6292	———	Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	———	Heppner Jct. Interchange Str.

Cont. No.	Total Amount of Work Performed to 9-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,507,781.56	1,571,965.44	1,272,928.55	299,036.89
6209	3,398,530.03	3,126,647.60	1,570,096.24	1,556,551.36
6219	841,712.66	841,712.66	281,955.18	559,757.48
6292	-	-	-	-
6314	-	-	-	-
				$2,542,884.73

* The above figures include Construction Engineering and Contingencies.

RECEIVED
AUG 13 1963
FOR FILING
[illegible]
5944

August 12, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Att.

CRN:pac

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840	————	Irrigon-Umatilla Section
Contract 5955	————	Boardman Jct.-Irrigon Section
Contract 6014	————	John Day River Bridge
Contract 6209	————	Blalock-Arlington
Contract 6219	————	Arlington Viaduct
Contract 6292	————	Heppner Jct. Interch. & N. Unit, Heppner Jct.-Rhea

Cont. No.	Total Amount of Work Performed to 8-5-63	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,497,281.56	1,565,978.34	1,272,928.55	293,049.79
6209	3,067,896.33	2,822,464.60	1,570,096.24	1,252,368.36
6219	606,875.26	606,875.26	281,955.18	324,920.08
6292	-	-	-	-
				$1,997,877.23

[illegible] 1, [illegible]

[illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible], [illegible]

[illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] by the Highway [illegible] [illegible] [illegible] [illegible] around the [illegible].

Very truly yours,

[illegible] Cooper
State Highway Engineer

By

[illegible] Young
[illegible] Engineer

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-102 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5940 ———	Irrigon-Umatilla Section
Contract 5955 ———	Boardman Jct.-Irrigon Section
Contract 6014 ———	John Day River Bridge
Contract 6209 ———	Blalock-Arlington
Contract 6219 ———	Arlington Viaduct
Contract 6292 ———	Heppner Jct. Interch. & E. Unit, Heppner Jct.-Rhea

Cont. No.	Total Amount of Work Performed Estimated	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5940	$ 370,000.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,989,600.00	372,843.00	245,304.00	127,539.00
6014	2,471,467.31	1,551,428.63	1,272,928.55	278,500.08
6209	2,699,195.45	2,483,202.82	1,570,096.24	913,106.58
6219	417,142.42	417,142.42	281,955.18	135,187.24
6292	-	-	-	-
				$1,454,332.90

9

RECEIVED
JUN 1 8 1963
FOR FILING

I [illegible] N [illegible] (c)/[illegible]

5966

[illegible] 12, [illegible]

[illegible]
[illegible]
[illegible]
[illegible]
[illegible], Oregon

Dear [illegible]:

[illegible]

Very truly yours,

[illegible]
[illegible] Engineer

[illegible]

[illegible]
[illegible] Engineer

[illegible]
Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge
Contract 6209 ——— Blalock-Arlington
Contract 6219 ——— Arlington Viaduct

Cont. No.	Total Amount of Work Performed to 6-5-63	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,459,402.81	1,544,549.45	1,272,928.55	271,620.90
6209	2,419,747.13	2,226,167.33	1,059,816.48	1,166,350.85
6219	313,004.82	313,004.82	-	313,004.82
				$1,878,515.57

RECEIVED

5946

9

May 14, 1963

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 26
[illegible], Oregon

Dear Sir:

Attached hereto is a statement showing the "Additional Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:bb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge
Contract 6209 ——— Blalock-Arlington
Contract 6219 ——— Arlington Viaduct

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,433,654.65	1,529,867.83	678,529.01	851,338.82
6209	1,949,346.73	1,793,398.96	-	1,793,398.96
6219	215,350.82	215,350.82	-	215,350.82
				$2,987,627.60

RECEIVED
APR 18 1963
FOR FILING

5955

April 17, 1963

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington

Attention: Mr. H. T. Atkins

The Fidelity & Casualty Co. of N.Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Attention: Mr. Sheridan J. McCarthy
Bond Supt.

Gentlemen:

Attached is a copy of a claim in the amount of $26,751.27, which has been filed with the Secretary of State by Soule' Steel Company, Portland, for reinforcing steel furnished and installed on Highway Contract No. 5955.

This appears to be in connection with the R. A. Heintz Construction Company and Rogers Construction, Inc., Contract No. 5955 for grading, paving and structures on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County.

We provide this information as your companies are listed as sureties on the performance bonds furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hood, Assistant Secretary

CWH:fkn

cc Mansfield & Company
1975 SW 5th Ave.
Portland 1, Oregon

R.A. Heintz Const. Co.
and Rogers Const. Inc.
11740 NE Glisan St.
Portland 16, Oregon

Pollett, Fisher & Carlo Inc.
1001 US National Bank Bldg.
Portland 4, Oregon

Soule' Steel Company
P. O. Box 9594
Portland 10, Oregon

NOTED ON CARD
dc

Commissioners

1859

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

April 15, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from C. R. Reisner, District Credit Manager, Soule' Steel Company, 3003 N. W. 35th Avenue, P. O. Box 9594, Portland 10, Oregon, and filed as of this date, a notice of claim by Soule' Steel Company in the sum of $26,751.27 against the bond furnished on Oregon State Highway contract No. 5955, Boardman Junction-Irrigon Section of Old Oregon Trail and Columbia River Highway in Morrow County by R. A. Heinz Construction, and Rogers Construction, Inc., 11760 N. E. Glisan Street, Portland, Oregon, principal and United Pacific Insurance Company and Fidelity and Casualty Company of New York, sureties, for reinforcing steel furnished and installed.

We are enclosing three copies of the claim for your information and files.

Done

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo. C. Stephens
Public Records Section

GS:FK
Enc.

NOTED
C W HEAD

SOULÉ STEEL COMPANY
3003 N. W. 35TH AVENUE • P. O. BOX 9594 • PORTLAND 10, OREGON
Telephone • CApitol 6-6441

April 12, 1963

CERTIFIED, RETURN RECEIPT REQUESTED

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

This letter is written to serve notice upon you that Soule' Steel Company has a claim in the amount of $26,751.27 against the bond furnished you on Oregon State Highway Contract No. 5955, Boardman Junction-Irrigon Section of Old Oregon Trail and Columbia River Highway in Morrow County, by R. A. Heintz Construction Company and Rogers Construction, Inc., 11760 N. E. Glisan Street, Portland, Oregon, as principal, and United Pacific Insurance Company and Fidelity and Casualty Company of New York, as sureties, for reinforcing steel furnished and installed.

Further; it will provide you an affidavit that Soule' Steel Company furnished and installed reinforcing steel on this project and that there is still due us and unpaid the sum of $26,751.27 from R. A. Heintz Construction Company and Rogers Construction, Inc.

Request is made that we be paid this balance due us under the bond and that you acknowledge receipt of this notice and affidavit.

Yours very truly,

SOULE' STEEL COMPANY

C. R. Reisner
District Credit Manager

RECEIVED
APR 15 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

File #4006

FILED
APR 15 1963
HOWELL APPLING, JR.
SECRETARY OF STATE

cc: United Pacific Insurance Company
and
The Fidelity and Casualty Company of New York
415 S. W. 10th Avenue
Portland, Oregon

R. A. Heintz Construction Company and Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

W. I. Ringer, General Credit Manager, Soule' Steel Company, San Francisco

SAN FRANCISCO • LOS ANGELES • PORTLAND • SEATTLE Soule PHOENIX • SALT LAKE CITY • SAN DIEGO

L-ON-[illegible]

59[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Certificate [illegible]

[illegible] attached [illegible]

[illegible]

Very truly yours,

[illegible]

[illegible]

Chief Engineer

[illegible]

[illegible]

Referring to U. S. [illegible] DA-35-[illegible] regarding the [illegible] around the John Day [illegible] shows an estimate of the [illegible] on contracts that [illegible] by the Oregon State Highway Commission.

Contract [illegible] ——— [illegible]
Contract [illegible] ——— [illegible]
Contract [illegible] ——— [illegible]
Contract [illegible] ——— [illegible]
Contract 6029 ——— [illegible]

Cont. No.	Total Amount of Work Performed [illegible]	U. S. Army [illegible]	[illegible]	[illegible]
[illegible]	$ 370,000.00	$ 35,[illegible]	$ 35,[illegible]	$ -
[illegible]	1,[illegible],400.00	[illegible]	[illegible]	[illegible]
[illegible]	2,354,064.65	1,[illegible].61	670,[illegible].01	[illegible]
[illegible]	1,313,724.90	1,[illegible],106.91	-	[illegible]
6029	115,260.00	115,[illegible].00	-	[illegible]
				[illegible]

RECEIVED
APR 5 - 1963
FOR FILING

Monthly transaction number 4 5	Form 2A U.S. DEPARTMENT OF COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	e **Oregon**
Project report number I-80N 9 5755	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Morrow**
		Project number **I-80N-5(5)166**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **October 20,**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project $ **550,007.00**

Revised Federal funds $ **504,794.00**

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **29** day of **March**, 19**63**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd R. Stein

Asst. **State Highway Engineer**
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
Division Engineer

By: L R Backlund
L. R. Backlund
Administrative Manager

USComm-DC 11170

March 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Boardman Interchange Section, Project No. I-80N-5(5)166.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

Form Approved; Budget Bureau No. 41-R2089

RECEIVED OCT 21 1961

FOR FILING

MONTHLY TRANSACTION NO.	FC PR-2 (RE.. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 10-20-61	COUNTY Morrow
		PROJECT NO. I-80N-5(5)166

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 4 mi. E. to 5 mi. E. Boardman

(Boardman Junction Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-1-61	1.04
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 537,923.00	$ 494,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)

By: R. C. Wright, Administrative Mgr.

Date executed by Division Engineer **October 20, 1961**

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

October 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Boardman Interchange Section, Project No. I-80N-5(5)166.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

September 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Boardman Interchange Section, Project No. I-80N-5(5)166.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:hm

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(5)166

BOARDMAN INTERCHANGE SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 6, 1961

Type Code 6201
Roadway (Sta. 240+91.97 to Sta. 296+00) (Contract No. 5955)

Clearing and Grubbing	All	Required (25%)		$9,500.00
Drainage Excavation, Unclassified	160	cu.yd.	$2.50	400.00
General Excavation, Unclassified	385,950	cu.yd.	0.23	88,768.50
Short Overhaul	173,700	yd.sta.	0.005	868.50
Long Overhaul	3,200	C-yd.sta.	0.30	960.00
Gravel Blanket	4,500	cu.yd.	0.75	3,375.00
Finishing Roadbed and Slopes	All	Required (10%)		400.00
Rounding Cutbanks	4,700	lin.ft.	0.15	705.00
12-inch Concrete Pipe	90	lin.ft.	2.00	180.00
15-inch Concrete Pipe	350	lin.ft.	3.40	1,190.00
18-inch Concrete Pipe	150	lin.ft.	3.80	5.70
22-inch Arch Type Corrugated Metal Pipe	450	lin.ft.	4.10	1,845.00
12-inch Culvert End Sections	2	only	25.00	50.00
15-inch Culvert End Sections	10	only	30.00	300.00
22-inch Arch Type Culvert End Sections	14	only	31.00	434.00
Concrete in Island	106	cu.yd.	45.00	4,770.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Metal Guard Rail	220	lin.ft.	2.50	550.00
Type 2 Barricade	550	lin.ft.	4.25	2,337.50
Type 1 Fence	1,380	rod	4.50	6,210.00
16' x 48" Metal Gates	3	only	55.00	165.00
Guide Posts, Type "W-1"	48	only	6.00	288.00
Guide Posts, Type "W-2"	40	only	7.00	280.00
Guide Posts, Type "Y-2"	84	only	7.00	588.00
Guide Posts, Type "y-3"	3	only	8.00	24.00
Coarse Crushed Material in Base	58,200	ton	1.12	65,184.00
3/4" - 0 Material in Base	15,000	ton	1.15	17,250.00
Sprinkling	6,720	M-gal.	2.00	13,440.00
Preparation of Base	All	Required (10%)		250.00
3/4" - 0 Material in Binder Course	580	cu.yd.	3.00	1,740.00
MC-2 Asphalt	90	ton	45.00	4,050.00
Asphaltic Concrete Mixture	20,400	ton	2.90	59,160.00
Asphalt in Mixture	1,120	ton	32.00	35,840.00
Extra for Paving Approaches	2	only	30.00	60.00
Asphaltic Concrete Traffic Markers, Type "B"	770	lin.ft.	0.80	616.00
Modify Siphon	All	Required		1,000.00
Class "A" Concrete (141 cu.yd.)	All	Required (75%)		10,050.00
Metal Reinforcement (19,400 lb.)	All	Required (77%)		2,695.00
				$336,193.50

Flagging (57½% of Contractor's Cost)	All Required (80%)		$800.00

Utility Work

Work by Umatilla Electric Co-op.	All Required		1,800.00
	Subtotal		$338,793.50
	10% Engr. & Cont.		33,878.50
	Total		$372,672.00

Type Code X221
Hwy. 730 Interchange (Br. #8931)(Sta. "WB"269+03.48 to Sta. "WB"271+19.48)(Contract No. 5955)

Shoring, Cribbing, Etc.	All Required (50%)		$2,000.00
Structural Excavation	660 cu.yd.	$3.00	1,980.00
Structural Excavation Below Elevation Shown	25 cu.yd.	10.00	250.00
Furnish Treated Timber Piling	1,695 lin.ft.	1.25	2,118.75
Drive Timber Piling	66 only	100.00	6,600.00
Class "A" Concrete (1,214 cu.yd.)	All Required (84%)		87,360.00
Metal Reinforcement (373,000 lb.)	All Required (84%)		45,360.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00
			$146,268.75

Type Code X001
W.E.I.D. Canal Bridge (Br. #5202B)(Frontage Road)(Sta. WB247+40)(Contract No. 5955)

Treated Lumber in Place	5.10 M-FBM	$400.00	$2,040.00

Type Code X001
W.E.I.D. Canal Bridge (Br. #5202C)(Frontage Road)(Sta. WB247+69)(Contract No. 5955)

Treated Timber in Place	4.80 M-FBM	$400.00	$1,920.00
	Subtotal		$150,228.75
	10% Cont. & Engr.		15,022.25
	Total		$165,251.00

Length of Roadway - - - - - -	1.002 Miles
Length of 3 Structures- - - -	0.041 Mile
Total Length- - - - - - -	1.043 Miles
Cost of Roadway per Mile- - -	$371,928.14

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$372,672.00	$342,000.00	$30,672.00
Structures	165,251.00	152,000.00	13,251.00
	$537,923.00	$494,000.00	$43,923.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939

BOARDMAN INTERCHANGE SECTION

PROJECT NO. I-80N-5(5)164

Estimated cost of work by the Umatilla Electric Co-op.

Labor		$ 1,456.90	
Materials		512.00	
Slavage Credit		-85.40	Credit
		$ 1,883.50	
	Use	$ 1,800.00	

Federal Aid
Oregon State Highway Department Project No. I-80N-5(5)166

BOARDMAN INTERCHANGE SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications.
Not as a basis for project agreement.)

Salem, Oregon, May 24, 1961

Type Code 6201
Roadway (Sta. 240+91.97 to Sta. 296+00)

Clearing and Grubbing	All	Required (25%)		$ 2,000.00
Drainage Excavation, Unclassified	160	cu.yd.	$3.00	480.00
General Excavation, Unclassified	385,950	cu.yd.	0.24	92,628.00
Short Overhaul	173,700	yd.sta.	0.01	1,737.00
Long Overhaul	3,200	C-yd.sta.	0.30	960.00
Gravel Blanket	4,500	cu.yd.	1.25	5,625.00
Finishing Roadbed and Slopes	All	Required (10%)		1,000.00
Rounding Cutbanks	4,700	lin.ft.	0.20	940.00
12-inch Concrete Pipe	90	lin.ft.	2.50	225.00
15-inch Concrete Pipe	350	lin.ft.	3.50	1,225.00
18-inch Concrete Pipe	150	lin.ft.	4.50	675.00
22-inch Arch Type Corrugated Metal Pipe	450	lin.ft.	5.50	2,475.00
12-inch Culvert End Sections	2	only	30.00	60.00
15-inch Culvert End Sections	10	only	35.00	350.00
22-inch Arch Type Culvert End Sections	14	only	45.00	630.00
Concrete in Island	106	cu.yd.	50.00	5,300.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Metal Guard Rail	220	lin.ft.	2.50	550.00
Type 2 Barricade	550	lin.ft.	4.50	2,475.00
Type 1 Fence	1,380	rod	5.50	7,590.00
16' x 48" Metal Gates	3	only	90.00	270.00
Guide Posts, Type "W-1"	48	only	6.75	324.00
Guide Posts, Type "W-2"	40	only	7.50	300.00
Guide Posts, Type "Y-2"	84	only	7.75	651.00
Guide Posts, Type "Y-3"	3	only	8.50	25.50
Coarse Crushed Material in Base	58,200	ton	1.10	64,020.00
3/4" - 0 Material in Base	15,000	ton	1.20	18,000.00
Sprinkling	6,720	M-gal.	2.50	16,800.00
Preparation of Base	All	Required (10%)		250.00
3/4" - 0 Material in Binder Course	580	cu.yd.	3.50	2,030.00
MC-2 Asphalt	90	ton	46.00	4,140.00
Asphaltic Concrete Mixture	20,400	ton	3.15	64,260.00
Asphalt in Mixture	1,120	ton	36.00	40,320.00
Extra for Paving Approaches	2	only	30.00	60.00
Asphaltic Concrete Traffic Markers, Type "L"	770	lin.ft.	0.75	577.50

Modify Siphon	All Required	$	$ 500.00
Class "A" Concrete (141 cu.yd. at $72.00)	All Required (75%)		10,152.00
Metal Reinforcement (19,400 lb. at $0.13)	All Required (77%)		2,522.00
			$352,227.00
Flagging (57½% of Contractor's Cost)	All Required (80%)		800.00
Utility Work			
Work by Umatilla Electric Co-op.	All Required		1,700.00
	Subtotal		$354,727.00
	10% Engr. & Cont.		35,472.00
	Total		$390,199.00

Type Code X221
Hwy. 730 Interchange (Br. #8931)(Sta. "WB" 269+03.48 to Sta. "WB" 271+19.48)

Shoring, Cribbing, etc.	All Required (50%)		$ 2,000.00
Structural Excavation	660 cu.yd.	$5.00	3,300.00
Structural Excavation Below Elevation Shown	25 cu.yd.	10.00	250.00
Furnish Treated Timber Piling	1,695 lin.ft.	1.60	2,712.00
Drive Timber Piling	66 only	55.00	3,630.00
Class "A" Concrete (1,214 cu.yd. at $72.00)	All Required (84%)		87,408.00
Metal Reinforcement (373,000 lb. at $0.13)	All Required (84%)		48,490.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00
			$148,390.00

Type Code X001
W.E.I.D. Canal Bridge (Br. #5202B)(Frontage Road)(Sta. EB 247+40)

Treated Lumber in Place	5.10 M-fbm	$350.00	$ 1,785.00

Type Code X001
W.E.I.D. Canal Bridge (Br. #5202-C)(Frontage Road)(Sta. WB 247+69)

Treated Timber in Place	4.80 M-fbm	$350.00	$ 1,680.00
	Subtotal		$151,855.00
	10% Engr. & Cont.		15,185.00
	Total		$167,040.00

Length of Roadway - - - - - - - -	1.002 Miles
Length of 3 Structures- - - - -	0.041 Mile
Total Length- - - - - - - - - - -	1.043 Miles
Cost of Roadway Per Mile- - - -	$389,420.15

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$390,199.00	$358,000.00	$32,199.00
Structures	167,040.00	153,000.00	14,040.00
	$557,239.00	$511,000.00	$46,239.00

Federal Aid
Project No. I-80N-5(5)166

Oregon State Highway Department

BOARDMAN INTERCHANGE SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 19, 1961

Type Code 6201
Roadway (Sta. 240+91.97 to Sta. 296+00)

Clearing and Grubbing	All	Required (25%)		$ 2,000.00
Drainage Excavation, Unclassified	160	cu.yds.	$ 3.00	480.00
General Excavation, Unclassified	385,950	cu.yds.	0.24	92,628.00
Short Overhaul	173,700	yd.stas.	0.01	1,737.00
Long Overhaul	3,200	C-yd.stas.	0.30	960.00
Gravel Blanket	4,500	cu.yds.	1.25	5,625.00
Finishing Roadbed and Slopes	All	Required (10%)		1,000.00
Rounding Cutbanks	4,700	lin.ft.	0.20	940.00
12-inch Concrete Pipe	90	lin.ft.	2.50	225.00
15-inch Concrete Pipe	350	lin.ft.	3.50	1,225.00
18-inch Concrete Pipe	150	lin.ft.	4.50	675.00
22-inch Arch Type Corrugated Metal Pipe	450	lin.ft.	5.50	2,475.00
12-inch Culvert End Sections	2	only	30.00	60.00
15-inch Culvert End Sections	10	only	35.00	350.00
22-inch Arch Type Culvert End Sections	14	only	45.00	630.00
Concrete in Island	106	cu.yds.	50.00	5,300.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Metal Guard Rail	220	lin.ft.	2.50	550.00
Type 2 Barricade	550	lin.ft.	4.50	2,475.00
Type 1 Fence	1,380	rods	5.50	7,590.00
16' x 48" Metal Gates	3	only	90.00	270.00
Guide Posts, Type "W-1"	48	only	6.75	324.00
Guide Posts, Type "W-2"	40	only	7.50	300.00
Guide Posts, Type "Y-2"	84	only	7.75	651.00
Guide Posts, Type "Y-3"	3	only	8.50	25.50
Coarse Crushed Material in Base	58,200	tons	1.10	64,020.00
3/4" - 0 Material in Base	15,000	tons	1.20	18,000.00
Sprinkling	3,270	M-gals.	2.50	8,175.00
Preparation of Base	All	Required (10%)		250.00
3/4" - 0 Material in Binder Course	580	cu.yds.	3.50	2,030.00
MC-2 Asphalt	90	tons	46.00	4,140.00
Asphaltic Concrete Mixture	20,400	tons	3.15	64,260.00
Asphalt in Mixture	1,120	tons	36.00	40,320.00
Extra for Paving Approaches	2	only	30.00	60.00
Asphaltic Concrete Traffic Markers, Type "D"	770	lin.ft.	0.75	577.50

Modify Siphon	All Required	$ 500.00
Class "A" Concrete (141 cu.yds. at $72.00)	All Required (75%)	10,152.00
Metal Reinforcement (19,400 lbs. at $0.13)	All Required (77%)	2,522.00
		$343,602.00
Flagging (57½% of Contractor's Cost)	All Required (80%)	800.00
Utility Work		
Work by Umatilla Electric Co-op.	All Required	1,700.00
	Subtotal	$346,102.00
	10% Engr. & Cont.	34,610.00
	Total	$380,712.00

Type Code X221
Hwy. 730 Interchange (Br. #8931)(Sta. "WB" 269+03.48 to Sta. "WB" 271+19.48)

Shoring, Cribbing, Etc.	All Required (50%)		$ 2,000.00
Structural Excavation	660 cu.yds.	$ 5.00	3,300.00
Structural Excavation Below Elevation Shown	25 cu.yds.	10.00	250.00
Furnish Treated Timber Piling	1,695 lin.ft.	1.60	2,712.00
Drive Timber Piling	66 only	55.00	3,630.00
Class "A" Concrete (1,214 cu.yds. at $72.00)	All Required (84%)		87,408.00
Metal Reinforcement (373,000 lbs. at $0.13)	All Required (84%)		48,490.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00
			$148,390.00

Type Code X001
W.E.I.D. Canal Bridge (Br. #5202B)(Frontage Road)(Sta. EB 247+40)

Treated Lumber in Place	5.10 M-FBM	$350.00	$ 1,785.00

Type Code X001
W.E.I.D. Canal Bridge (Br. #5202-C)(Frontage Road)(Sta. EB 247+69)

Treated Timber in Place	4.80 M-FBM	$350.00	$ 1,680.00
	Subtotal		$151,855.00
	10% Engr. & Cont.		15,185.00
	Total		$167,040.00

Length of Roadway	1.002 Miles
Length of 3 Structures.	0.041 Mile
Total Length	1.043 Miles
Cost of Roadway Per Mile.	$379,952.09

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$380,712.00	$350,000.00	$30,712.00
Structures	167,040.00	153,000.00	14,040.00
	$547,752.00	$503,000.00	$44,752.00

Retained in Program Status

Work	Total Cost	Federal Funds
Traffic Signs	$ 10,000.00	$ 9,200.00

Federal Aid
Project No. I-80N-5(5)166

Oregon State Highway Department

BOARDMAN INTERCHANGE SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 20, 1961

Type Code 6201
Roadway (Sta. 240+91.97 to Sta. 296+00)

Clearing and Grubbing	All	Required (25%)		$ 2,000.00
Drainage Excavation, Unclassified	160	cu.yds.	$ 3.00	480.00
General Excavation, Unclassified	385,950	cu.yds.	0.24	92,628.00
Short Overhaul	173,700	yd.stas.	0.01	1,737.00
Long Overhaul	3,200	C-yd.stas.	0.30	960.00
Gravel Blanket	4,500	cu.yds.	1.25	5,625.00
Finishing Roadbed and Slopes	All	Required (10%)		1,000.00
Rounding Cutbanks	4,700	lin.ft.	0.20	940.00
12-inch Concrete Pipe	90	lin.ft.	2.50	225.00
15-inch Concrete Pipe	350	lin.ft.	3.50	1,225.00
18-inch Concrete Pipe	150	lin.ft.	4.50	675.00
22-inch Arch Type Corrugated Metal Pipe	450	lin.ft.	5.50	2,475.00
12-inch Culvert End Sections	2	only	30.00	60.00
15-inch Culvert End Sections	10	only	35.00	350.00
22-inch Arch Type Culvert End Sections	14	only	45.00	630.00
Concrete in Island	106	cu.yds.	50.00	5,300.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Metal Guard Rail	220	lin.ft.	2.50	550.00
Type 2 Barricade	550	lin.ft.	4.50	2,475.00
Type 1 Fence	1,380	rods	5.50	7,590.00
16' x 48" Metal Gates	3	only	90.00	270.00
Guide Posts, Type "W-1"	48	only	6.75	324.00
Guide Posts, Type "W-2"	40	only	7.50	300.00
Guide Posts, Type "Y-2"	84	only	7.75	651.00
Guide Posts, Type "Y-3"	3	only	8.50	25.50
Course Crushed Material in Base	58,200	tons	1.10	64,020.00
3/4" - 0 Material in Base	15,000	tons	1.20	18,000.00
Sprinkling	3,270	M-gals.	2.50	8,175.00
Preparation of Base	All	Required (10%)		250.00
3/4" - 0 Material in Binder Course	580	cu.yds.	3.50	2,030.00
MC-2 Asphalt	90	tons	46.00	4,140.00
Asphaltic Concrete Mixture	20,400	tons	3.15	64,260.00
Asphalt in Mixture	1,120	tons	36.00	40,320.00
Extra for Paving Approaches	2	only	30.00	60.00
Asphaltic Concrete Traffic Markers, Type "I"	770	lin.ft.	0.75	577.50

Furnish 8" BP 36# Steel Piling	78 lin.ft.	$ 5.40	$ 421.20
Drive Steel Piles	7 only	74.00	518.00
Metal Sign Posts	All Required (65%)		471.90
Wood Sign Posts	All Required		1,120.00
Type "A" Signs in Place	416 sq.ft.	8.05	3,348.80
Type "C", "D" and "E" Signs in Place	582 sq.ft.	4.35	2,531.70
Type "B", "F", "G" and "H" Signs in Place	62 sq.ft.	5.00	310.00
Type "J" Signs in Place	24 sq.ft.	9.20	220.80
Modify Siphon	All Required		500.00
Class "A" Concrete (141 cu.yds. at $72.00)	All Required (75%)		10,152.00
Metal Reinforcement (19,400 lbs. at $0.13)	All Required (77%)		2,522.00
			$352,544.40
Flagging (57½% of Contractor's Cost)	All Required (80%)		800.00
Utility Work			
Work by Umatilla Electric Coop.	All Required		1,700.00
	Subtotal		$355,044.40
	10% Engr. & Cont.		35,503.60
	Total		$390,548.00

Type Code X221
Hwy. 730 Interchange (Br. #8931)(Sta. "WB" 269+03.48 to Sta. "WB" 271+19.48)

Shoring, Cribbing, Etc.	All Required (50%)		$ 2,000.00
Structural Excavation	660 cu.yds.	$ 5.00	3,300.00
Structural Excavation Below Elevation Shown	25 cu.yds.	10.00	250.00
Furnish Treated Timber Piling	1,695 lin.ft.	1.60	2,712.00
Drive Timber Piling	66 only	55.00	3,630.00
Class "A" Concrete (1,214 cu.yds. at $72.00)	All Required (84%)		87,408.00
Metal Reinforcement (373,000 lbs. at $0.13)	All Required (84%)		48,490.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00
			$148,390.00

Type Code X001
W.E.I.D. Canal Bridge (Br. #5202B)(Frontage Road)(Sta. EB 247+40)

Treated Lumber in Place	5.10 M-FBM	$350.00	$ 1,785.00

Type Code X001
W.S.I.D. Canal Bridge (Br. #5202-C)(Frontage Road)(Sta. "WB" 247+69)

Treated Timber in Place	4.80 M-FBM	$350.00	$ 1,680.00
	Subtotal		$151,855.00
	10% Engr. & Cont.		15,185.00
	Total		$167,040.00

Length of Roadway - - - - - - - - - - - 1.002 Miles
Length of 3 Structures- - - - - - - - - 0 041 Mile
Total Length - - - - - - - - - - - - - 1.043 Miles
Cost of Roadway Per Mile- - - - - - - $389,768.46

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$390,548.00	$359,000	$31,548.00
Structures	167,040.00	153,000	14,040.00
	$557,588.00	$512,000	$45,588.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(5)166

BOARDMAN INTERCHANGE SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 15, 1961

Type Code 6201
Roadway (Sta. 240+91.97 to Sta. 296+00)

Clearing and Grubbing	All	Required (25%)		$ 2,000.00
Drainage Excavation, Unclassified	160	cu.yd.	$3.00	480.00
General Excavation, Unclassified	385,950	cu.yd.	0.24	92,628.00
Short Overhaul	173,700	yd.sta.	0.01	1,737.00
Long Overhaul	3,200	C-yd.sta.	0.30	960.00
Gravel Blanket	4,500	cu.yd.	1.25	5,625.00
Finishing Roadbed and Slopes	All	Required (10%)		1,000.00
Rounding Cutbanks	4,700	lin.ft.	0.20	940.00
12-inch Concrete Pipe	90	lin.ft.	2.50	225.00
15-inch Concrete Pipe	350	lin.ft.	3.50	1,225.00
18-inch Concrete Pipe	150	lin.ft.	4.50	675.00
22-inch Arch Type Corrugated Metal Pipe	450	lin.ft.	5.50	2,475.00
12-inch Culvert End Sections	2	only	30.00	60.00
15-inch Culvert End Sections	10	only	35.00	350.00
22-inch Arch Type Culvert End Sections	14	only	45.00	630.00
Concrete in Island	106	cu.yd.	50.00	5,300.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Metal Guard Rail	220	lin.ft.	2.50	550.00
Type 2 Barricade	550	lin.ft.	4.50	2,475.00
Type 1 Fence	1,380	rod	5.50	7,590.00
16' x 48" Metal Gates	3	only	90.00	270.00
Guide Posts, Type "W-1"	48	only	6.75	324.00
Guide Posts, Type "W-2"	40	only	7.50	300.00
Guide Posts, Type "Y-2"	84	only	7.75	651.00
Guide Posts, Type "Y-3"	3	only	8.50	25.50
Coarse Crushed Material in Base	58,200	ton	1.10	64,020.00
3/4" - 0 Material in Base	15,000	ton	1.20	18,000.00
Sprinkling	3,270	M-gal.	2.50	8,175.00
Preparation of Base	All	Required (10%)		250.00
3/4" - 0 Material in Binder Course	580	cu.yd.	3.50	2,030.00
MC-2 Asphalt	90	ton	46.00	4,140.00
Asphaltic Concrete Mixture	20,400	ton	3.15	64,260.00
Asphalt in Mixture	1,120	ton	36.00	40,320.00

Extra for Paving Approaches	2 only	$30.00	$ 60.00
Asphaltic Concrete Traffic Markers, Type "L"	770 lin.ft.	0.75	577.50
Furnish 8" BP 36# Steel Piling	78 lin.ft.	5.40	421.20
Drive Steel Piles	9 only	74.00	666.00
Metal Sign Posts	All Required (65%)		471.90
Wood Sign Posts	All Required		1,120.00
Type "A" Signs in Place	416 sq.ft.	8.05	3,348.80
Type "C", "D" and "R" Signs in Place	582 sq.ft.	4.35	2,531.70
Type "E", "F", "G" and "M" Signs in Place	62 sq.ft.	5.00	310.00
Type "J" Signs in Place	24 sq.ft.	9.20	220.80
Modify Siphon	All Required		500.00
Class "A" Concrete (141 cu.yd. at $72.00)	All Required (75%)		10,152.00
Metal Reinforcement (19,400 lb. at $0.13)	All Required (77%)		2,522.00
			$352,692.40
Flagging (57½% of Contractor's Cost)	All Required (80%)		800.00
Utility Work			
Work by Umatilla Electric Co-op.	All Required		1,700.00
	Subtotal		$355,192.40
	10% Engr. & Cont.		35,518.60
	Total		$390,711.00

Type Code X221
Hwy. 730 Interchange (Br. #8931)(Sta. WB 269+03.48 to Sta. WB 271+19.48)

Shoring, Cribbing, etc.	All Required (50%)		$ 2,000.00
Structural Excavation	660 cu.yd.	$5.00	3,300.00
Structural Excavation Below Elevation Shown	25 cu.yd.	10.00	250.00
Furnish Treated Timber Piling	1,695 lin.ft.	1.60	2,712.00
Drive Timber Piling	66 only	55.00	3,630.00
Class "A" Concrete (1,214 cu.yd. at $72.00)	All Required (84%)		87,408.00
Metal Reinforcement (373,000 lb. at $0.13)	All Required (84%)		48,490.00
8-inch Metal Drain Pipe	150 lin.ft.	4.00	600.00
			$148,390.00

Type Code X001
W.E.I.D. Canal Bridge (Br. #5202B)(Frontage Road)(Sta. EB 247+40)

Treated Lumber in Place	5.10 M-fbm	$350.00	$ 1,785.00

Type Code X001
W.E.I.D. Canal Bridge (Br. #5202C)(Frontage Road)(Sta. WB 247+69)

Treated Timber in Place	4.80 M-fbm	$350.00	$ 1,680.00

Subtotal	$151,855.00
10% Engr. & Cont.	15,185.00
Total	$167,040.00

Length of Roadway - - - - - -	1.002 Miles
Length of 3 Structures- - - -	0.041 Mile
Total Length- - - - - - - - -	1.043 Miles
Cost of Roadway Per Mile- - -	$389,931.13

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$390,711.00	$359,000.00	$31,711.00
Structures	167,040.00	153,000.00	14,040.00
	$557,751.00	$512,000.00	$45,751.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(5)166

BOARDMAN INTERCHANGE SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 14, 1961

Type Code 6201
Roadway (Sta. 240+91.97 to Sta. 296+00)

Clearing and Grubbing	All	Required (25%)		$ 2,000.00
Drainage Excavation, Unclassified	160	cu. yds.	$ 3.00	480.00
General Excavation, Unclassified	385,950	cu. yds.	0.24	92,628.00
Short Overhaul	173,700	yd. sta.	0.01	1,737.00
Long Overhaul	3,200	C-yd. sta.	0.30	960.00
Gravel Blanket	4,500	cu. yds.	1.25	5,625.00
Finishing Roadbed and Slopes	All	Required (10%)		1,000.00
Rounding Cutbanks	4,700	lin. ft.	0.20	940.00
12-inch Concrete Pipe	90	lin. ft.	2.50	225.00
15-inch Concrete Pipe	350	lin. ft.	3.50	1,225.00
18-inch Concrete Pipe	150	lin. ft.	4.50	675.00
22-inch Arch Type Corrugated Metal Pipe	450	lin. ft.	5.50	2,475.00
12-inch Culvert End Sections	2	only	30.00	60.00
15-inch Culvert End Sections	10	only	35.00	350.00
22-inch Arch Type Culvert End Sections	14	only	45.00	630.00
Concrete in Island	106	cu. yds.	50.00	5,300.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Metal Guard Rail	220	lin. ft.	2.50	550.00
Type 2 Barricade	550	lin. ft.	4.50	2,475.00
Type 1 Fence	1,380	rods	5.50	7,590.00
16' x 48" Metal Gates	3	only	90.00	270.00
Guide Posts, Type "W-1"	48	only	6.75	324.00
Guide Posts, Type "W-2"	40	only	7.50	300.00
Guide Posts, Type "Y-2"	84	only	7.75	651.00
Guide Posts, Type "Y-3"	3	only	8.50	25.50
Coarse Crushed Material in Base	58,200	tons	1.10	64,020.00
3/4" - 0 Material in Base	15,000	tons	1.20	18,000.00
Sprinkling	3,270	M-gals.	2.50	8,175.00
Preparation of Base	All	Required (10%)		250.00
3/4" - 0 Material in Binder Course	580	cu. yds.	3.50	2,030.00
MC-2 Asphalt	90	tons	46.00	4,140.00
Asphaltic Concrete Mixture	20,400	tons	3.15	64,260.00
Asphalt in Mixture	1,120	tons	36.00	40,320.00
Extra for paving Approaches	2	only	30.00	60.00
Asphaltic Concrete Traffic Markers, Type "L"	770	lin. ft.	0.75	577.50
Furnish 8" BP 36# Steel Piling	136	lin. ft.	5.40	734.40
Drive Steel Piles	11	only	74.00	814.00

Metal Sign Posts	All Required		$ 726.00
Wood Sign Posts	All Required		1,120.00
Type "A" Signs in Place	580 sq. ft.	$ 8.05	4,669.00
Type "C", "D" and "R" Signs in Place	582 sq. ft.	4.35	2,531.70
Type "E", "F", "G" and "M" Signs in Place	62 sq. ft.	5.00	310.00
Type "J" Signs in Place	24 sq. ft.	9.20	220.80
Modify Siphon	All Required		500.00
Class "A" Concrete (141 cu.yds at $72.00)	All Required (75%)		10,152.00
Metal Reinforcement (19,400 lbs. at $0.13)	All Required (77%)		2,522.00
			$354,727.90
Flagging (57½% of Contractor's Cost)	All Required (80%)		800.00

Utility Work

Work by Umatilla Electric Co-op.	All Required		1,700.00
	Subtotal		$357,227.90
	10% Engr. & Cont.		35,722.10
	Total		$392,950.00

Type Code X221
Hwy. 730 Interchange (Br. #8931)(Sta. "WB" 269+03.48 to Sta. "WB" 271+19.48)

Shoring, Cribbing, Etc.	All Required (50%)		$ 2,000.00
Structural Excavation	660 cu. yds.	$ 5.00	3,300.00
Structural Excavation Below Elevation Shown	25 cu. yds.	10.00	250.00
Furnish Treated Timber Piling	1,695 lin. ft.	1.60	2,712.00
Drive Timber Piling	66 only	55.00	3,630.00
Class "A" Concrete (1,214 cu.yds. at $72)	All Required (84%)		87,408.00
Metal Reinforcement (373,000 lbs. at $0.13)	All Required (84%)		48,490.00
8-inch Metal Drain Pipe	150 lin. ft.	4.00	600.00
			$148,390.00

Type Code X001
W.E.I.D. Canal Bridge (Br. #5202B)(Frontage Road)(Sta. EB 247+40)

Treated Lumber in Place	5.10 M-FBM	$350.00	$ 1,785.00

Type Code X001
W.E.I.D. Canal Bridge (Br. #5202-C)(Frontage Road)(Sta. WB 247+69)

Treated Timber in Place	4.80 M-FBM	$350.00	$ 1,680.00
	Subtotal		$151,855.00
	10% Engr. & Cont.		15,185.00
	Total		$167,040.00

Length of Roadway	1.002 Mile
Length of 3 Structures	0.041 Mile
Total Length	1.043 Mile
Cost of Roadway Per Mile	$392,165.66

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$392,950.00	$361,000.00	$ 31,950.00
Structures	167,040.00	153,000.00	14,040.00
	$559,990.00	$514,000.00	$ 45,990.00

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-168 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5040 ----------Irrigon-Umatilla Section
Contract 5955 ----------Boardman Jct.-Irrigon Section
Contract 6014 ----------John Day River Bridge
Contract 6209 ----------Blalock-Arlington
Contract 6219 ----------Arlington Viaduct

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5040	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,334,348.00	372,843.00	245,304.00	127,539.00
6014	2,157,260.79	1,374,143.51	678,529.01	695,614.50
6209	691,252.61	635,952.40	-	635,952.40
6219	-	-	-	-
				$1,459,105.90

This report includes work performed to March 5, 1963.

9

RECEIVED
FEB 14 1963
FOR FILING

Item - ( ) [illegible]

5900

February 14, 1963

[illegible]
U.S. [illegible]
[illegible]
P. O. [illegible]
[illegible]

[illegible]:

[illegible]

Very truly yours,

[illegible]
[illegible] Engineer

JAH

[illegible]
[illegible] Engineer

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge

Cont. No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.42	$ 35,000.00	$ 35,000.00	$ -
5955	1,334,348.00	372,843.00	245,304.00	127,539.00
6014	2,020,612.42	1,299,674.53	678,529.01	621,145.52
				$748,684.52

Date of this report is as of February 5, 1963

RECEIVED
JAN 14 1963
FOR FILING

January 14, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. W. Honey
Office Engineer

CRN:lt

Att

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840	———	Irrigon-Umatilla Section
Contract 5955	———	Boardman Jct.-Irrigon Section
Contract 6014	———	John Day River Bridge

Date of this report is as of January 5, 1963

Cont. No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
* 5955	1,334,348.00	372,843.00	245,304.00	127,539.00
** 6014	1,924,304.87	1,244,852.31	678,529.01	566,323.30
				$693,862.30

* December 5, 1962 report showed Army Engineer's total share $35,000 too high. Army Engineer's share on Contracts 5840 and 5955 is a total of $407,843.00 if treaty with Canada is ratified.

** Total expenditures on John Day River Bridge Contract increased considerably because of payment for materials on hand of approximately $490,000.

5966

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 -------- Irrigon-Umatilla Section
Contract 5955 -------- Boardman Jct.-Irrigon Section
Contract 6014 -------- John Day River Bridge

Date of this report is as of December 5, 1962

Cont. No.	Total Amount of Work performed to Date	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,334,348.00	407,843.00	245,304.00	162,539.00
6014	1,189,567.00	831,847.16	678,529.01	153,318.15
				$315,857.15

RECEIVED
DEC 11 1962

FOR FILING

5955

December 11, 1962

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

The Fidelity & Casualty Co.
San Francisco Branch Office
160 Pine Str.
San Francisco 11, Calif.

Gentlemen:

On October 24, 1962 you were notified of the release of final payment on contract #5955 awarded to the Rogers Construction Co., Inc. and R. A. Heintz Constr. Co. for grading, paving and structures on the Boardman Jct.-Irrigon Section of the Old Oregon Trail & Columbia River Highways in Morrow County.

Final payment on this contract is $34,563.72 and the total contract amount is $1,169,288.71, including $17,667.97 for work performed under force account. We have retained $800.00 as the estimated charge for railroad flagging.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

al
cc:

United Pacific Insurance Co.
Portland Branch Office
415 SW 10th Ave.
Portland 5, Oregon

Pallett, Fisher & Carlo, Inc.
1001 U. S. National Bank Building
Portland 4, Oregon

C. H. Maison

NOTED ON CARD
AL

5955

[illegible]

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge

Date of this report is as of November 5, 1962

Cont. No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,287,934.00	339,217.80	245,304.00	93,913.80
6014	1,157,167.00	814,235.00	558,211.20	256,023.80
				$349,937.60

RECEIVED
OCT 24 1962
FOR FILING

[illegible]

5955

October 24, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed September 14 on Contract 5955. The contract was with R. A. Heintz Construction Co. and Rogers Construction, Inc., and was for grading, paving, and structures on the Boardman Junction-Irrigon Section of the Columbia River and Old Oregon Trail Highways in Morrow County.

As the contractors have completed all work according to specifications, I recommend that you accept the project effective October 23, 1962, and that you concur in this procedure at the Commission meeting on November 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G S Paxson
R L Porter
Victor D Wolfe
C H Maison
L H Young
F D Morgan

Surety letter written
10/24/62

RLP:ajw bbc

FORM E 70 10M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1962

SUBJECT: Acceptance of Contract

To: Mr. R. L. Porter
Assistant Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

> Contract No. 5955 with R. A. Heintz Construction Co. and Rogers Construction, Inc., for grading, paving and structures on the Boardman Junction-Irrigon Section of the Columbia River and Old Oregon Trail Highways in Morrow County, completed September 14, 1962.

L. H. Young

L. H. Young
Office Engineer

DBP:jb

cc: Floyd Query
C. H. Maison
F. D. Morgan

RECEIVED
OCT 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT [illegible] 1962
FOR FILING
[illegible]

5966

October 18,1962

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ———Irrigon-Umatilla Section
Contract 5955 ———Boardman Jct.-Irrigon Section
Contract 6014 ———John Day River Bridge

Date of this report is as of October 5, 1962

Cont. No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,269,745.58	321,863.73	245,304.00	76,559.73
6014	1,042,429.00	764,812.00	558,211.20	206,600.80
			Total	$283,160.53

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 12, 1962 19

Section Boardman Jct. - Irrigon

Kind of work Grading, Paving,& Structures

Highway Old Oregon Trail & Columbia River County Morrow

Section prefix 625-1035

Contractor R.A. Heintz Const. Co. & Rogers Const. Co.

Contract number 5955

Date of contract August 1, 1961

Specified work days 170 days beginning Sept. 1, 1961

Date work started October 11, 1961

Work days used 170

Project authorization $1,337,653.41

Exclusive of engineering $1,242,531.38

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 1,215,035.66

Estimated per cent ~~overrun or~~ underrun of (Proj. Auth.) . . . . 0.46 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 95,122.03

Engineering cost to date $ 116,400.00, 122.3 %

Date project was completed September 14, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-Final Estimate and all support data was handed in to the DivisionOffiee on Monday of this week. - The purchase Agreement covering Crushed Materials " On Hand " has notbeen completed . This matter willbe handled as a Post Semi-Final Estimate.

The writer met with Mr. Failmezger, Div. V traffic Engineer, and Mr. Smitton , Dist. Maint. Supt., last week, in regard to planning for work needs and skedule for the opening od the F-145 (10) unit & Hwy 730 change over - . The date of the opening would be governed by the completion of the Paving of the Deck of the Clarke Over Crossing by the Bridge Contractor.

OCT 15 1962

CB

BP

NOTED
G. S. PAXSON

NOTED
R. L. PORTER

Signed

Address P.O.Box 755 Hermiston

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	~~MAINTENANCE MATERIALS~~	~~OIL AND BITUMINOUS MACADAM~~	PAVING
Miles in project	11	11	Fence	Structures	11
Miles partially completed	-	-			-
Miles completed	11	11			11
Total estimated quantities (contract)	603,400 cy	255,100 T	7,340 rods	5	58,460 T
Total quantities corrected to date	618,940 cy	265,666 T	6,393 rods	5	59,097 T
Estimated quantities moved or placed to date	618,940 cy	265,666 T	6,393 rods	5	59,097 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	o	o	o	o	o

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Wind & Rain		
Friday	Rain		
Saturday			

5955

September 27, 19[illegible]

U. S. Army Engineer [illegible]
Corps of Engineers
P. O. Box [illegible]
[illegible], Washington

Attention: [illegible]

Gentlemen:

Attached hereto is a [illegible] [illegible]

Very truly yours,

[illegible] Cooper
State Highway Engineer

By

L. [illegible] Young
Office Engineer

CN:bb

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge

Date of this report is as of September 5, 1962

Cont. No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,269,745.58	321,863.73	245,304.00	76,559.73
6014	929,221.00	741,870.09	558,211.20	183,658.89
			Total	$260,218.62

RECEIVED
SEP 4 1962
FOR FILING

5955

August 31, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 14 covering permanent signing on the Boardman Jct.-Irrigon Section of the Old Oregon Trail and Columbia River Highway in Morrow County, Contract No. 5955, in connection with Federal-Aid Project No. I-80N-5(5)166 and F-145(10).

This work is necessary for the direction and guidance of traffic on the primary portion of the project. This has been approved by our Traffic Department with the deletion of two R-370-36 (DO NOT ENTER) signs on Patterson Ferry Road.

This work has been verbally recommended for approval by the BPR Area Engineer and the Field authorized to proceed as of August 27, 1962. Approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
SEP 5 1962
FOR FILING

[illegible]

5955

Salem, Oregon
August 29, 1962

Payment to contractor
Boardman-Irrigon project

R. L. Porter
Assistant State Highway Engineer
OFFICE

I had a somewhat lengthy discussion today with Ray Rogers involving a rather minor matter in connection with some signing on the Boardman-Irrigon project in Morrow County.

The only thing involved is to be sure that no delay is made in paying the semifinal or final estimate by reason of the Rogers Construction Company doing some signing under a small extra work order.

Will you please see that all funds due to the contractor on this job are released as rapidly as possible.

Forrest Cooper
State Highway Engineer

FC:fn

cc Ray Rogers

G. S. Paxson
Victor D. Wolfe

I-2N-[illegible]

5955

[illegible]

[illegible]
[illegible]
[illegible]
[illegible], Washington

Attention: Mr. George J. [illegible]

Gentlemen:

[illegible] the Highway Commission [illegible] Columbia River Highway around the John Day [illegible]

Very truly yours,

[illegible]
State Highway Engineer

By

[illegible]
Bridge Engineer

CRN:mmb
[illegible]

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 — Irrigon-Umatilla Section
Contract 5955 — Boardman Jct.-Irrigon Section
Contract 6014 — John Day River Bridge

Date of this report is as of August 5, 1962

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 25,000.00	$ 10,000.00
5955	1,238,223.67	321,095.77	174,619.72	146,476.05
6014	910,077.56	708,019.90	558,211.20	149,808.70
			Total	$306,284.75

I [illegible]

5955

July 12, 1962

U. S. Army Engineer Resident Office
Corps of Engineers
P. O. Box [illegible]
Pasco, Washington

Attention: Mr. George J. Schoch

Gentlemen:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

[illegible]:er

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 — Irrigon-Umatilla Section
Contract 5955 — Boardman Jct.-Irrigon Section
Contract 6014 — John Day River Bridge

Date of this report is as of July 5, 1962

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 25,000.00	$ 10,000.00
5955	1,211,831.14	320,474.87	174,619.72	145,855.15
6014	895,173.92	690,080.29	558,211.20	131,869.09
			Total	$287,724.24

RECEIVED
JUN 12 1962
FOR FILING
[illegible]
5955

June 11, 1962

The Resident Engineer
U.S. Army Engineer Resident Office, Pasco
Post Office Box 741
Pasco, Washington

Dear Sir:

Re: Contract DA-45-164-CIVENG-61-265
Boardman-Irrigon Section
Columbia River Highway

I return herewith Payment Estimate No. 2 on the above-cited contract, endorsed for the Oregon State Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:mm
Enc.
bc Mr. Forrest Cooper
Mr. L. H. Young (with copy of estimate)
Mr. C. H. Maison " " "

U.S. ARMY ENGINEER RESIDENT OFFICE, PASCO
CORPS OF ENGINEERS
P.O. BOX 741
PASCO, WASHINGTON

ADDRESS REPLY TO
THE RESIDENT ENGINEER
NOT TO INDIVIDUALS

NPWVQ-P

7 June 1962

Re: Contract DA-45-164-CIVENG-61-265
Payment Estimate No. 2

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Inclosed is Payment Estimate No. 2 for signature by the State Highway Engineer and return to this office for further processing. The duplicate copy is for your retention.

Sincerely yours,

Geo J Schoch
GEORGE J. SCHOCH
Resident Engineer

Incl
Pay Est #2 in dupe

RECEIVED
JUN - 8 1962
OREGON
STATE HIGHWAY COMMISSION

PAYMENT ESTIMATE - CONTRACT PERFORMANCE

1. DATE 7 June 1962

2. SHEET 1 OF 1

3. CONTRACTOR AND ADDRESS STATE of OREGON, Oregon State Highway Commission, Salem, Oregon

4. CONTRACT NO. DA-45-164-CIVENG-61-265

5. DISTRICT Walla Walla

6. DESCRIPTION OF WORK Relocation or Alteration of Columbia River Highway No. 2 (U.S. Route 730)

7. APPROPRIATION AND PROJECT 96x3122 Construction, General, Corps of Engineers, Civil

8. LOCATION Morrow County, Oregon

9. PERIOD COVERED BY THIS ESTIMATE FROM 1 March 1962 TO 30 May 1962

10. JOB ORDER NO.

11. ESTIMATE NO. 2

12. ITEM NO.	13. DESCRIPTION	14. CONTRACT A. QUANTITY AND UNIT	B. UNIT PRICE	C. AMOUNT	15. TOTAL TO DATE A. QUANTITY AND UNIT	B. AMOUNT
	Government's obligation for relocation or alteration of Columbia River Highway No. 2	1 Job	L.S.	$ 283,960	70.2986%	$ 199,620
			TOTAL CONTRACT →	$ 283,960	TOTAL EARNINGS TO DATE →	$ 199,620

16. PRESENTED FOR PAYMENT

PAYEE Oregon State Highway Commission

PER

TITLE Deputy State Highway Engr.

DATE June 11, 1962

17. APPROVED FOR PAYMENT

I CERTIFY that I have checked the quantities covered by this bill or estimate; that the work was actually performed; that the quantities are correct and consistent with all previous computations as actually checked; that the quantities and amounts are wholly consistent with the requirements of the contract or other instrument involved.

SIGNATURE GEORGE J. SCHOCH

TITLE Resident Engineer

DATE

~~DATE, CONTRACTING OFFICER APP~~

~~CONTRACTING OFFICER APPROVAL~~

BERTRAM H. HOARE, Chf, Constr.

18.		
A. PREVIOUS DEDUCTIONS OTHER THAN RETAINED PERCENTAGE**	0	
B. PREVIOUS RETAINED PERCENTAGE	0	
C. PREVIOUS PAYMENTS	25,000	
D. PREVIOUS EARNINGS (A + B + C)		25,000
E. EARNINGS THIS PERIOD (Total earnings to date minus D)		
F. LESS RETAINED PERCENTAGE	0	E. 174,620
G. LESS DEDUCTION OTHER THAN RETAINED PERCENTAGE FOR THIS PERIOD	0	0
H. AMOUNT DUE CONTRACTOR (E − F − G)		174,620

19. RECAPITULATION:

TOTAL RETAINED PERCENTAGE (B+F) $ 0.00 TOTAL PAID (C+H) $174,620

ENG FORM 93
1 AUG 61

(EM 35-2-10 & EM 35-345-1)
PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

** (USE REVERSE SIDE FOR DETAILED EXPLANATION AND-OR REMARKS)

RECEIVED
MAY 23 1962
FOR FILING

May 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12 covering the removal of wind blown sand and redressing slopes on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County, Contract No. 5955, in connection with Federal-Aid Project No. I-80N-5(5)166.

Excessive sand has been blown onto the completed roadbed and slopes. It is now necessary to remove the excess, redress the roadbed and slopes and place a gravel blanket on ground areas between cut banks to prevent further erosion and coverage.

The work has been verbally recommended for approval by the BPR Area Engineer and the Field authorized to proceed on May 14, 1962. Your approval of this order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
[illegible] 24 1962
FOR FILING

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1962

SUBJECT: U.S. 730 Interchange
Boardman Junction-Irrigon Section

To:

Mr. R.L. Porter
Assistant State Highway Engineer
Building

Herewith Memo to the Files written by J. Al Head concerning a meeting with Mr. Robert Van Houte, School Superintendent for Morrow County, concerning the subject interchange.

Mr. Van Houte requested that the slopes on the inside of the loop, which provides for the movement from Irrigon to Pendleton, be laid back in order that the sight distance could be increased. Mr. Gerald Attig advised Mr. Van Houte that he would have the sight distance checked in the field in order to determine if our design standards had been met and that if the sight distance was not in accordance with the design standards that the slopes would then have to be flattened. Mr. Scott Coulter had the sight distance measured on the ground and found it to be 480 feet in length. This was measured from a car to a car, appears to be adequate and would more than meet our design standards.

To roll the slope from the ditch line of the interchange leg to the shoulder of the new eastbound lanes would require approximately 21,000 yards of additional excavation. To adequately protect the open cut slope that would result, and to keep the material from blowing in the spoil area, approximately 2500 cubic yards of cover rock would be required. If this were done, the sight distance from a car to a car would be increased from the 480 feet existing to somewhere between 700 to 750 feet. The cost for reshaping of the area inside the interchange loop would have to be negotiated on a price agreement with the contractor.

A check with Division office revealed that the contractor has some grading to do yet in the area, that the roadways being constructed have base rock in place, and that the cut slopes have a 4-inch layer of gravel on them at this time. If the slopes are to be laid back, Division office requested that this decision be made as soon as possible in order to negotiate the price agreement with the contractor.

NOTED
R. L. PORTER

It is my recommendation that no further consideration be given to laying back the slopes as the existing sight distance is adequate and our design standards have been fulfilled. It would take approximately 6 seconds for a large truck-trailer rig to clear the intersection with the Bomber Range Road. Vehicles traveling a 12° curve at 55 miles an hour would cover approximately 480 feet in 6 seconds, considering no deceleration.

Mr. Attig also informed Mr. Van Houte that he would be notified of our course of action in the near future.

F.D. Morgan
Construction Engineer

RECEIVED
MAY 21 1962
OFFICE OF
STATE HIG Y GINEER

GKA:jp
Enclosure

FORM [illegible]

CONSTRUCTION DIVISION
RECEIVED
MAY 11 1962

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Oregon

May 10, 1962

SUBJECT: Boardman Jct.-Irrigon Section

To: MEMO TO FILE

Mr. Robert Van Houte, School Superintendent for Morrow County, called on the writer on Wednesday, May 9, with reference to his plea to the Highway Department for possible re-construction of the Boardman-Irrigon Interchange, sight distance improvements, etc.

After reviewing the file and listening to his problem "first hand" I advised that I felt the action the Department had taken and as he had been advised by Mr. Harvey Wright, Director of Transportation of the Department of Education, which letter was a direct result of Mr. Crandall's letter of March 26, was adequate.

I called Mr. Jerry Attig, Urban Engineer for the Construction Division, in to participate in the discussion and we both iterated the following points:

1. That the Department did not feel inclined to at all consider an additional off-ramp.
2. The Department felt that existing design and sight distance was adequate for proposed prevailing speeds.
3. Upon insistence and after considerable concern on the part of Mr. Van Houte that the slopes in the interchange area would constrict sight distance, Mr. Attig advised he would discuss this with the Division Engineer.

I do not believe any further action is needed on this subject.

J. Al. Head
J. Al. Head
Asst. Traffic Engineer

JAH:[illegible]
cc: Tom Edwards
Frank Morgan - Attn. Attig ✓
A. V. [illegible]

RECEIVED
MAY 17 1962
FOR FILING

May 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13 covering A. C. aprons for the outlet of culverts, etc., on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County, Contract No. 5955, in connection with Federal-aid Project No. I-80N-5(5)166, F-145(10).

The plans do not provide protection of fill slopes at the outlets of culverts, irrigation diversion boxes and pipes. Construction of aprons to stop the erosion which is damaging the fill slopes in the areas noted on the order is necessary.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

I [illegible]

6946

May 14, 19[illegible]

[illegible] Engineer District Office
[illegible]
[illegible]
[illegible]

Attention: Mr. George J. [illegible]

Gentlemen:

Enclosed herewith is a statement showing the "[illegible] [illegible]" on contracts awarded by the Highway Commission on the Relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. [illegible]
Office Engineer

CN:bb

cc: [illegible]
[illegible]

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 — Irrigon-Umatilla Section
Contract 5955 — Boardman Jct.-Irrigon Section
Contract 6014 — John Day River Bridge

Date of this report is as of May 5, 1962

Cont. No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Amount Reimbursed by U.S. Army	Unbilled Accrued Costs
5840	$378,919.48	$ 35,000.00	$25,000.00	$25,000.00	$ 10,000.00
5955	825,533.81	219,581.69	-	-	219,581.69
6014	687,800.02	579,756.97	-	-	579,756.97
				Total	$809,338.66

RECEIVED
MAY 14 1962
FORM E-80X—80M—11-61—40891
FOR FILING

5955

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 10, Oregon

May 10, 1962

SUBJECT: Boardman Jct.-Irrigon Section

To: MEMO TO FILE

Mr. Robert Van Houte, School Superintendent for Morrow County, called on the writer on wednesday, May 9, with reference to his plea to the Highway Department for possible re-construction of the Boardman-Irrigon Interchange, sight distance improvements, etc.

After reviewing the file and listening to his problem "first hand" I advised that I felt the action the Department had taken and as he had been advised by Mr. Harvey Wright, Director of Transportation of the Department of Education, which letter was a direct result of Mr. Crandall's letter of March 26, was adequate.

I called Mr. Jerry Attig, Urban Engineer for the Construction Division, in to participate in the discussion and we both iterated the following points:

1. That the Department did not feel inclined to at all consider an additional off-ramp.
2. The Department felt that existing design and sight distance was adequate for proposed prevailing speeds.
3. Upon insistence and after considerable concern on the part of Mr. Van Houte that the slopes in the interchange area would constrict sight distance, Mr. Attig advised he would discuss this with the Division Engineer.

RECEIVED
MAY 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

I do not believe any further action is needed on this subject.

J. Al. Head

J. Al. Head
Asst. Traffic Engineer

NOTED
TOM EDWARDS

JAH:tm
cc: Tom Edwards ✓
Frank Morgan - Attn. Attig
A. F. Parsons

RECEIVED
1962
FOR FILING
[illegible]
5955

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 7, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

Copy To:
[illegible]
5-8-62

SUBJECT: Utility Adjustment
West Extension Irrigation District
Oregon Project F-145(10)

The modified agreement with the subject Utility submitted with your letter of April 27, 1962 is approved.

Reimbursement will be based on the lump sum amount of $1,461.26 subject to the provisions of PPM 30-4.

RECEIVED
MAY 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
MAY 1 1962
FOR FILING

5921

April 27, 1962

Boardman Junction-Irrigon Sec.
Columbia River Highway
Morrow County
Project No. F-145(10)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to your letter of February 13, 1962, requesting modification of the agreement between the State and West Extension Irrigation District in connection with construction of the subject project.

Attached are two conformed copies of the agreement modified to correct paragraph 5 under THINGS TO BE DONE BY THE STATE as follows:

1. Include reference to PPM 30-3, amendments and supplements.
2. Establish the sum of $1,461.26 as full and complete payment by the State for work under this agreement.

Your approval of the agreement as modified is requested. Authorization to proceed with the work was given as of January 30, 1962, in your letter of that date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

Enc.

RECEIVED
1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5955

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 25, 1962

U.S. Army Engineer Resident Office
Corps of Engineers
P. O. Box 741
Pasco, Washington

Att: Mr. George J. Schoch

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam. This information was requested in your letter of April 17th.

We will continue to submit monthly a similar statement for all contracts awarded by the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L. H. Young
L. H. Young
Office Engineer

cc: R. L. Porter ✓
Frank Morgan

RECEIVED
APR 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements No. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 — Irrigon-Umatilla Section
Contract 5955 — Boardman Jct.-Irrigon Section
Contract 6014 — John Day River Bridge

Date of this report is as of April 5, 1962

Contract No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Amount Reimbursed by U.S. Army	Unbilled Accrued Costs
5840	$378,919.48	$ 35,000.00	$25,000.00	$25,000.00	$ 10,000.00
5955	622,858.20	91,300.00	-	-	91,300.00
6014	622,632.47	477,800.00	-	-	477,800.00
				Total	$579,100.00

RECEIVED
MAY 14 1962

FOR FILING

I

5955

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
April 17, 1962

Agenda Item 4-c

Supplemental Agreement
West Extension Irrigation District
Boardman Jct.-Irrigon Section
Contract No. 5955

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached is a conformed copy of an agreement with the West Extension Irrigation District to incorporate the Bureau of Public Road's Policy and Procedure Memorandum 30-4 so that Federal-aid can be obtained for the District's facilities on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the West Extension Irrigation District. A conformed copy of the agreement has been sent to Mr. C. H. Maison.

Secretary

rn
Attach: 1

cc - Mr. C. H. Maison (1 agr.)

Mr. Query

FORM E-123-X 90M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

AGENDA
APR 13 1962
4c
4c

April 4, 1962

Oregon State Highway Commission

Gentlemen:

In April 1961, you executed an agreement with the West Extension Irrigation District relative to adjustment of its facilities on the Boardman Junction-Irrigon Section in Morrow County.

In order to obtain federal-aid for these utility adjustments the agreement must be approved by the Bureau of Public Roads. The Bureau requested that its Policy and Procedure Memorandum 30-4 be made a part of the agreement. In order to satisfy federal requirements, there will be on the next agenda for your consideration, a form of supplemental agreement with the irrigation district that will, in effect, remove the Bureau's objection.

I recommend that you approve this matter and authorize the Secretary to sign the instrument.

Very truly yours,

Original signed
Forrest Cooper
Forrest Cooper
State Highway Engineer

Ⓐ
2 COPIES TO
BE SIGNED

(by [illegible])

NOTED
FLOYD QUERY

M

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1962

SUBJECT: Supplemental Agreement
West Extension Irrigation District
Boardman Jct.-Irrigon Section
Contract No. 5955

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

The Bureau of Public Roads has requested that the Agreement between the State and the West Extension Irrigation District be revised to include a reference to PPM 30-4. A supplemental agreement was prepared by our Legal Division and was sent to the West Extension Irrigation District for approval.

Attached are two copies of the proposed supplemental agreement which has been signed by Mr. Nels H. Kristensen, Robert L. Smith and Clarence R. Post, members of the Board of Directors of the West Extension Irrigation District.

The supplemental agreement is ready to be submitted to the Highway Commission for signing. A rough draft of a letter to the commission is attached.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachments

cc: L. H. Young

RECEIVED
MAR 2 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1962
FOR FILING

5955

April 17, 1962

West Extension Irrigation District
Irrigon,
Oregon

Attention: Mr. Chester Collins

Gentlemen:

We are enclosing for the records and files of the West Extension Irrigation District a fully executed copy of a supplemental agreement between the State Highway Commission and the West Extension Irrigation District to incorporate the Bureau of Public Road's Policy and Procedure Memorandum 30-4 so that Federal-aid can be obtained for the District's facilities on the Boardman Junction-Irrigon Section of the Old Oregon Trail and the Columbia River Highways in Morrow County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
enc. 1

9

RECEIVED
APR 6 1962

FOR FILING
[illegible]

5755

April 4, 1962

Oregon State Highway Commission

Gentlemen:

In April 1961, you executed an agreement with the West Extension Irrigation District relative to adjustment of its facilities on the Boardman Junction-Irrigon Section in Morrow County.

In order to obtain federal-aid for these utility adjustments the agreement must be approved by the Bureau of Public Roads. The Bureau requested that its Policy and Procedure Memorandum 30-4 be made a part of the agreement. In order to satisfy federal requirements, there will be on the next agenda for your consideration, a form of supplemental agreement with the irrigation district that will, in effect, remove the Bureau's objection.

I recommend that you approve this matter and authorize the Secretary to sign the instrument.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan

RLP:ajw fn

I-80N-5(5) Boardman Jct.-Irrigon Sec., 1961
166 Old Oregon Trail & Columbia
#5575 River Hwys. Folder # 1

[illegible] 26 [illegible]

[illegible] 2330 [illegible]

C & A 2393 [illegible]

C & A 2371 [illegible]

C & A 2364 3·6·61

RECEIVED
MAR 30 1962
FOR FILING
5955

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1962

SUBJECT: Boardman Jct.-Irrigon Section
Old Oregon Trail
Contract No. 5955

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 908
La Grande, Oregon

A decision has been made to use type "L" Raised Asphaltic Concrete Traffic Markers in place of the type "C" Cone Island called for on the plans for the above project.

Will you please prepare the necessary Price Agreement to document this change.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Field Construction Engineer

GLD:bjh

cc: R. L. Porter

RECEIVED
FORM E-120-X 50M 6-61
MAR 20 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 16, 1962

Mr. Robert Van Houte
District Superintendent
Morrow County Schools
School District No. R-1
Heppner, Oregon

RE: U.S. 730-US 30 Interchange
Boardman Jct.-Irrigon Section

Dear Sir:

Your request for an additional access to Highway 30 at our new interchange between Highway 730 and Highway 30 has been referred to this office by Mr. A. F. Parson, Division Engineer for the Oregon State Highway Department at LaGrande, Oregon.

We have studied the sketch of your proposal and have determined that it is in violation of Interstate highway standards for several reasons:

1. It leaves Highway 30 directly across accelerating traffic.

2. Successive exit ramps will not be approved by the Bureau of Public Roads in such close proximity of an area where traffic volumes do not warrant such treatment.

3. The necessary signing standards for high speed highways could not be met.

4. The minimum radii curve allowed for an exit from the freeway is approximately 150 feet and this proceeded by a deceleration lane that is approximately 500 feet long.

We contacted the local Division Office of the Bureau of Public Roads concerning this proposal and were informed by them that they could not even consider the proposed additional access to and from US 30.

I would like to point out to you that once a project on the

NOTED
G. S. PAXSON

Interstate freeway system is under contract, it is extremely difficult to get additional ramp facilities included as any addition to the Interstate system must be approved by the Federal Highway Administrator in Washington, D. C.

It is our belief that the construction, as designed and under construction, will provide a much safer access than that proposed by you. The sight distance factors were given a great deal of consideration when this interchange was originally designed and I am sure that our construction personnel in the field are also aware of the sight distance problem involved and will take all measures necessary in order to insure that an adequate end product results.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

cc Judge Oscar Peterson
Morrow County Courthouse
Heppner, Oregon

G. S. Paxson
R. L. Porter
A. F. Parson
C. C. McKinney

ROBERT VAN HOUTE
District Superintendent

DONALD [illegible]
Administrative Principal
Elementary, Irrigon

DARREL [illegible]
Administrative Principal
Elementary and High, Ione

DONALD CLARK, Principal
Elementary, Ione

Morrow County Schools
SCHOOL DISTRICT No. 1
DISTRICT OFFICE - HEPPNER 6-[illegible]
6-[illegible]
HEPPNER, OREGON

GORDON PRATT
Administrative Principal
Heppner High School

HILLARD BROWN
Administrative Principal
Heppner and Lexington Elem.

RONALD DANIELS
Administrative Principal
Elem. and High, Boardman

BEVERLY GUNDERSON
Secretary-Clerk

March 5, 1962

G

Mr. A. F. Parson
Division Engineer
Oregon State Highway Department
La Grande, Oregon

Dear Mr. Parson:

I am writing to you at the request of the Morrow County School District which is responsible for all the schools in Morrow County.

We are greatly concerned with the developments of the new interchange of Highway 30, Highway 730 and the bombing range road which joins Highway 30. If the present construction plans are followed, a very serious and hazardous traffic situation will develop in this interchange. Traffic from Highway 730 westbound which desires to go to Heppner must make a left turn at the bottom of the underpass cut in order to get on the Heppner bombing range road. Inasmuch as our schoolbuses must use this route, we are greatly concerned with this kind of traffic situation. We feel that by the addition of a leg on eastbound 30, it would be possible for this traffic to be routed with right hand turns onto the bombing range road without any traffic hazard and without any major cost involved.

For your convenience, I am enclosing two maps which indicate this proposed added leg and I am sure you will concur that this would be a simple matter of construction.

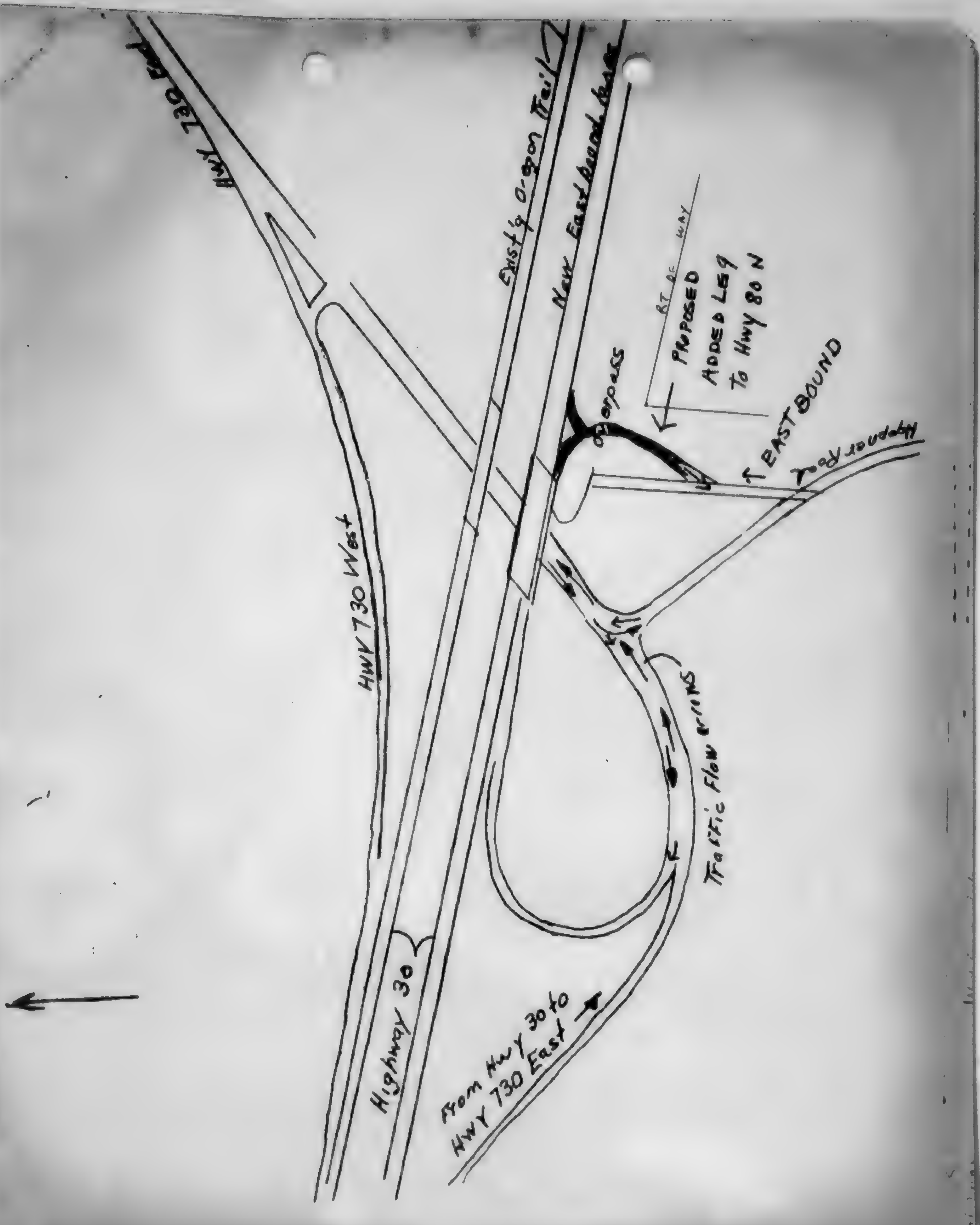
Very sincerely,

Robert Van Houte
District Superintendent

RVH/bg

I also urge that the State Highway Department give immediate consideration to this problem as it affects the main line of communication between the North and South ends of this county.

[illegible]
Morrow County Judge


Hwy 730 East
Exist'g Oregon Trail
New East Bound Lane
RT OF WAY
PROPOSED
ADDED LEG
TO HWY 80 N
Overpass
EAST BOUND
Heppner Road
HWY 730 West
Traffic Flow arrows
Highway 30
From Hwy 30 to
HWY 730 East

RECEIVED
MAR 9 1962
FOR FILING

5955

March 8, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering drainage correction on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County, Contract No. 5955, in connection with Federal-Aid Project Nos. I-80N-5(5)166 and F-145(10).

This work is necessary to drain ground water from footings in the interchange structure. This has been under much discussion among the Engineers and has been verbally recommended for approval by the BPR Area Engineer.

Due to the necessity of draining the area in order to proceed with the construction the Field was authorized to start the work February 21, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

9

RECEIVED

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

2966

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 5, 1962

Mr. C. C. McKinney
Post Office Box 755
Hermiston, Oregon

Dear Sir:

Re: Filter Material
Boardman Junction-Irrigon Section
Columbia River Highway

I imagine your drain system has been installed by now, but last week we received notice of the sieve analysis of your 3/4" - 0 rock. As you had requested, we checked it for use as filter material with the fine and coarse sand in the perforated pipe excavation, specifically Lab. Nos. 584133, 584134, and 584137.

The 3/4" - 0 material met all the requirements for use with the fine sand. I suspect that it would function satisfactorily with the coarse sand also, though the ratio "D_{15} filter/D_{15} foundation" fell a little outside the recommended range. (D_{15} = size at which 15 per cent is smaller).

Very truly yours,

John C. Jenkins
Assistant Research Engineer

cc P. M. Stephenson
A. F. Parson
Fred Klaboe

NOTED
P. M. STEPHENSON

RECEIVED
MAR 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 5955 3-2-62

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 1962 3-13 FOR FILING	FO PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. [illegible]	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Morrow
		PROJECT NO. F-145(10)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Jct. FAI-2 approx. 2 miles east of Boardman Jct. to Irrigon.
(Boardman Jct. - Irrigon Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-26-59	---
RIGHTS-OF-WAY		
CONSTRUCTION	5-1-61	8.8
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 784,164	$ 260,000

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By

~~Assistant~~ State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

C. G. Polk

xx By: C. G. Polk
(Division Engineer)

By:

Date executed by Division Engineer March 2, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

February 27, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official for the Boardman Junction-Irrigon Section, Project No. F-145(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

January 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Boardman Jct.-Irrigon Section, Project No. F-145(10).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

[illegible]C:bb

Oregon State Highway Department

Federal-Aid
Project No. F-145(10)

BOARDMAN JUNCTION-IRRIGON SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 16, 1962

Type Code P.E.

Preliminary Engineering	All	Required		$ 18,000.00

Type Code 6201
Roadway (Sta. 112+00 thru equa. 497+41.99 - 28+48.96 to Sta. 113+00)(Cont. 5955)

Clearing and Grubbing	All	Required (75%)		$ 28,500.00
Drainage Excavation, Unclassified	770	cu.yds.	$2.50	1,925.00
General Excavation, Unclassified	217,450	cu.yds.	0.23	50,013.50
Short Overhaul	2,430,000	yd.sta.	0.005	12,150.00
Long Overhaul	120,800	C-yd.sta.	0.30	36,240.00
Gravel Blanket	5,550	cu.yds.	0.75	4,162.50
Finishing Roadbed and Slopes	All	Required (90%)		3,600.00
12-inch Concrete Pipe	610	lin.ft.	2.00	1,220.00
18-inch Concrete Pipe	850	lin.ft.	3.80	3,230.00
24-inch Concrete Pipe	520	lin.ft.	5.75	2,990.00
78-inch Corrugated Metal Pipe	260	lin.ft.	48.00	12,480.00
24-inch Corrugated Metal Siphon Pipe	220	lin.ft.	9.50	2,090.00
Concrete End Basins	10	cu.yds.	80.00	800.00
Metal Guard Rail	3,820	lin.ft.	2.50	9,550.00
Guard Rail-Salvage Barricade	550	lin.ft.	2.00	1,100.00
Type 1 Fence	5,960	rods	4.50	26,820.00
16' x 48" Metal Gates	31	only	55.00	1,705.00
14' Cattle Guards	1	only	1200.00	1,200.00
Guide Posts, W-2	260	only	7.00	1,820.00
Coarse Crushed Material in Base	150,700	tons	1.12	168,784.00
3/4" - 0 Material in Base	31,200	tons	1.15	35,880.00
Sprinkling	9,280	M-gal.	2.00	18,560.00
Preparation of Base	All	Required (90%)		2,250.00
3/4" - 0 Material in Binder Course	1,030	cu.yds.	3.00	3,090.00
MC-2 Asphalt	160	tons	45.00	7,200.00
Asphaltic Concrete Mixture	38,060	tons	2.90	110,374.00
Asphalt in Mixture	2,100	tons	32.00	67,200.00
Extra for Paving Approaches	56	only	30.00	1,680.00
Asphaltic Concrete Traffic Markers, Type "1"	1,580	lin.ft.	0.80	1,264.00
Class "A" Concrete (46 cu.yds.)	All	Required (25%)		3,350.00
Metal Reinforcement (5,700 lbs.)	All	Required (23%)		805.00

6-inch Standard Steel Pipe	20 lin.ft.	$10.00	$ 200.00
6-inch Gate Valve	All Required		100.00
8-inch Metal Drain Pipe	175 lin.ft.	4.00	700.00
			$623,033.00
Flagging (57½% of Contractor's Cost)	All Required (20%)		200.00
Signing (Temporary)	All Required		400.00
			$ 600.00
Utility Work			
Work by Bonneville Power Adm.	All Required		$ 41,200.00
Work by West Extension Irrigation Dist.	All Required		1,460.00
			$ 42,660.00
	Subtotal		$666,293.00
	10% Engr. & Cont.		66,629.00
	Total		$732,922.00

Type Code X021
W.E.I.D. Canal Bridge (Br. No. 8885)(Sta. 143+82 to Sta. 145+07)(Contract 5955)

Shoring, Cribbing, etc.	All Required (50%)		$ 2,000.00
Structural Excavation	180 cu.yds.	$3.00	540.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish Treated Timber Piling	480 lin.ft.	1.25	600.00
Drive Timber Piles	12 only	100.00	1,200.00
Class "A" Concrete (240 cu.yds.)	All Required (16%)		16,640.00
Metal Reinforcement (69,500 lbs.)	All Required (16%)		8,640.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
	Subtotal		$ 30,220.00
	10% Engr. & Cont.		3,022.00
	Total		$ 33,242.00

Length of Roadway - - - - - - - - 8.816 Miles
Length of 1 Structure - - - - - - 0.024 Mile
Length of 1 Structure - - - - - - 0.041 Mile (Exception)
Total Length- - - - - - - - - - - 8.881 Miles
Cost of Roadway Per Mile- - - - $83,135.43

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	US Engr. Army Funds
Preliminary Engineering	$ 18,000.00	$ 11,000.00	$ 7,000.00	
Roadway	732,922.00	229,000.00	135,846.00	$368,076.00
Structure	33,242.00	20,000.00	13,242.00	
	$784,164.00	$260,000.00	$156,088.00	$368,076.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

BOARDMAN JCT.-IRRIGON SECTION

PROJECT NO. F-145(10)

Estimated cost of work by the West Extension Irrigation District.

Labor		$ 652.50
Materials		618.16
Overhead		190.60
		$1,461.26
	USE	$1,460.00

Oregon State Highway Department

Federal Aid
Project No. F-145(10)

BOARDMAN JUNCTION-IRRIGON SECTION OF THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 14, 1961

Type Code P.E.

Preliminary Engineering	All Required	$ 18,000.00

Type Code 6201
Roadway (Sta. 112+00 Thru Equa. 497+41.99=28+48.94 to Sta. 113+00)

Clearing and Grubbing	All	Required (75%)		$ 6,000.00
Drainage Excavation, Unclassified	770	cu.yds.	$ 3.00	2,310.00
General Excavation, Unclassified	217,450	cu.yds.	0.24	52,188.00
Short Overhaul	2,430,000	yd.sta.	0.01	24,300.00
Long Overhaul	120,800	C-yd.sta.	0.30	36,240.00
Gravel Blanket	5,550	cu.yds.	1.25	6,937.50
Finishing Roadbed and Slopes	All	Required (90%)		9,000.00
12-inch Concrete Pipe	610	lin.ft.	2.50	1,525.00
18-inch Concrete Pipe	850	lin.ft.	4.50	3,825.00
24-inch Concrete Pipe	520	lin.ft.	6.00	3,120.00
78-inch Corrugated Metal Pipe	260	lin.ft.	48.00	12,480.00
24-inch Corrugated Metal Siphon Pipe	220	lin.ft.	9.00	1,980.00
Concrete End Basins	10	cu.yds.	55.00	550.00
Metal Guard Rail	3,820	lin.ft.	2.50	9,550.00
Guard Rail-Salvage Barricade	550	lin.ft.	1.50	825.00
Type 1 Fence	5,960	rods	5.50	32,780.00
16' x 48" Metal Gates	23	only	90.00	2,070.00
14' Cattle Guards	1	only	1,200.00	1,200.00
Guide Posts W-2	260	only	7.50	1,950.00
Coarse Crushed Material in Base	150,700	tons	1.10	165,770.00
3/4" - 0 Material in Base	31,200	tons	1.20	37,440.00
Sprinkling	4,430	M-gals.	2.50	11,075.00
Preparation of Base	All	Required (90%)		2,250.00
3/4" - 0 Material in Binder Course	1,030	cu.yds.	3.50	3,605.00
MC-2 Asphalt	160	tons	46.00	7,360.00
Asphaltic Concrete Mixture	38,060	tons	3.15	119,889.00
Asphalt in Mixture	2,100	tons	36.00	75,600.00
Extra for Paving Approaches	48	only	30.00	1,440.00
Asphaltic Concrete Traffic Marker, Type "L"	1,580	lin.ft.	0.75	1,185.00
Class "A" Concrete (46 cu.yds. at $72.00)	All	Required (25%)		3,312.00

Metal Reinforcement (5,700 lbs. at $0.13)	All Required (23%)		$ 741.00
6-inch Standard Steel Pipe	20 lin.ft.	$ 12.00	240.00
6-inch Gate Galve	All Required		200.00
8-inch Metal Drain Pipe	175 lin.ft.	4.00	700.00
			$639,637.50

Flagging (57½% of Contractor's Cost)	All Required (20%)	200.00
Signing (Temporary)	All Required	400.00
		$ 600.00

Utility Work

Work by Bonneville Power Admin.	All Required	$ 45,000.00
Work by City of Irrigon (Water)	All Required	250.00
		$ 45,250.00
	Subtotal	$685,487.50
	10% Engr. & Cont.	68,548.50
	Total	$754,036.00

Type Code X021
W.E.I.D. Canal Bridge (Br. #8885)(Sta. 143+82 to Sta. 145+07)

Shoring, Cribbing, etc.	All Required (50%)		$ 2,000.00
Structural Excavation	180 cu.yds.	$ 5.00	900.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish Treated Timber Piling	480 lin.ft.	1.60	768.00
Drive Timber Piles	12 only	55.00	660.00
Class "A" Concrete (240 cu.yds. at $72.00)	All Required (16%)		17,280.00
Metal Reinforcement (69,500 lbs. at $0.13)	All Required (16%)		9,035.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
	Subtotal		$ 31,243.00
	10% Engr. & Cont.		3,124.00
	Total		$ 34,367.00

Length of Roadway - - - - - - - - - - - - -	8.816 Miles
Length of 1 Structure - - - - - - - - - - -	0.024 Mile
Length of 1 Structure - - - - - - - - - - -	0.041 Mile (Exception)
Total Length - - - - - - - - - - - - - -	8.881 Miles
Cost of Roadway Per Mile- - - - - - - - - -	$85,530.39

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.S. Engr. Army Funds
Preliminary Engr.	$ 18,000.00	$ 11,000.00	$ 7,000.00	$
Roadway	754,036.00	320,000.00	196,536.00	237,500.00
Structure	34,367.00	13,000.00	8,867.00	12,500.00
	$806,403.00	$344,000.00	$212,403.00	$250,000.00

Federal Aid
Project No. F-145(10)

Oregon State Highway Department

BOARDMAN JUNCTION-IRRIGON SECTION OF THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 15, 1961

Type Code P.E.

Preliminary Engineering	All	Required		$ 18,000.00

Type Code 6201
Roadway (Sta. 112+00 Thru Equa. 497+41.99=28+48.94 to Sta. 113+00)

Clearing and Grubbing	All	Required (75%)		$ 6,000.00
Drainage Excavation, Unclassified	770	cu.yds.	$ 3.00	2,310.00
General Excavation, Unclassified	217,450	cu.yds.	0.24	52,188.00
Short Overhaul	2,430,000	yd.sta.	0.01	24,300.00
Long Overhaul	120,800	C-yd.sta.	0.30	36,240.00
Gravel Blanket	5,550	cu.yds.	1.25	6,937.50
Finishing Roadbed and Slopes	All	Required (90%)		9,000.00
12-inch Concrete Pipe	610	lin.ft.	2.50	1,525.00
18-inch Concrete Pipe	850	lin.ft.	4.50	3,825.00
24-inch Concrete Pipe	520	lin.ft.	6.00	3,120.00
78-inch Corrugated Metal Pipe	260	lin.ft.	48.00	12,480.00
24-inch Corrugated Metal Siphon Pipe	220	lin.ft.	9.00	1,980.00
Concrete End Basins	10	cu.yds.	55.00	550.00
Metal Guard Rail	3,820	lin.ft.	2.50	9,550.00
Guard Rail-Salvage Barricade	550	lin.ft.	1.50	825.00
Type 1 Fence	5,960	rods	5.50	32,780.00
16' x 48" Metal Gates	23	only	90.00	2,070.00
14' Cattle Guards	1	only	1,200.00	1,200.00
Guide Posts W-2	260	only	7.50	1,950.00
Course Crushed Material in Base	150,700	tons	1.10	165,770.00
3/4" - 0 Material in Base	31,200	tons	1.20	37,440.00
Sprinkling	4,430	M-gals.	2.50	11,075.00
Preparation of Base	All	Required (90%)		2,250.00
3/4" - 0 Material in Binder Course	1,030	cu.yds.	3.50	3,605.00
MC-2 Asphalt	160	tons	46.00	7,360.00
Asphaltic Concrete Mixture	38,060	tons	3.15	119,889.00
Asphalt in Mixture	2,100	tons	36.00	75,600.00
Extra for Paving Approaches	48	only	30.00	1,440.00
Asphaltic Concrete Traffic Marker, Type "L"	1,580	lin.ft.	0.75	1,185.00

Class "A" Concrete (46 cu.yds. at $72.00)	All Required (25%)	$	$ 3,312.00
Metal Reinforcement (5,700 lbs. at $0.13)	All Required (23%)		741.00
6-inch Standard Steel Pipe	20 lin.ft.	12.00	240.00
6-inch Gate Valve	All Required		200.00
8-inch Metal Drain Pipe	175 lin.ft.	4.00	700.00
Furnish 8" BP 36# Steel Piling	58 lin.ft.	5.40	313.20
Drive Steel Piles	2 only	74.00	148.00
Metal Sign Posts	All Required (35%)		254.10
Type "A" Signs in Place	164 sq.ft.	8.05	1,320.20
			$641,673.00

Flagging (57½% of Contractor's Cost)	All Required (20%)	$ 200.00
Signing (Temporary)	All Required	400.00
		$ 600.00

Utility Work

Work by Bonneville Power Admin.	All Required	$ 45,000.00
Work by City of Irrigon (Water)	All Required	250.00
		$ 45,250.00
	Subtotal	$687,523.00
	10% Engr. & Cont.	68,752.00
	Total	$756,275.00

Type Code X021
W.E.I.D. Canal Bridge (Br. #8885)(Sta. 143+82 to Sta. 145+07)

Shoring, Cribbing, Etc.	All Required (50%)		$ 2,000.00
Structural Excavation	180 cu.yds.	$ 5.00	900.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish Treated Timber Piling	480 lin.ft.	1.60	768.00
Drive Timber Piles	12 only	55.00	660.00
Class "A" Concrete (240 cu.yds. at $72.00)	All Required (16%)		17,280.00
Metal Reinforcement (69,500 lbs. at $0.13)	All Required (16%)		9,035.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
	Subtotal		$ 31,243.00
	10% Engr. & Cont.		3,124.00
	Total		$ 34,367.00

Length of Roadway - - - - - - - - - - - - - -	8.816 Miles
Length of 1 Structure - - - - - - - - - - - -	0.024 Mile
Length of 1 Structure - - - - - - - - - - - -	0.041 Mile (Exception)
Total Length- - - - - - - - - - - - - - - -	8.881 Miles
Cost of Roadway Per Mile- - - - - - - - - -	$85,784.36

Description	Total Cost	Federal Funds	State Funds	U.S. Engr. Army Funds
Preliminary Engr.	$ 18,000.00	$ 11,000.00	$ 7,000.00	$
Roadway	756,275.00	321,000.00	197,775.00	237,500.00
Structure	34,367.00	13,000.00	8,867.00	12,500.00
	$808,642.00	$345,000.00	$213,642.00	$250,000.00

Federal Aid
Oregon State Highway Department Project No. F-145(10)

BOARDMAN JUNCTION-IRRIGON SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 20, 1961

Type Code P.E.

Preliminary Engineering	All	Required		$ 18,000.00

Type Code 6201
Roadway (Sta. 112+00 Thru Equa 497+41.99=28+48.94 to Sta. 113+00)

Clearing and Grubbing	All	Required (75%)		$ 6,000.00
Drainage Excavation, Unclassified	770	cu.yds.	$ 3.00	2,310.00
General Excavation, Unclassified	217,450	cu.yds.	0.24	52,188.00
Short Overhaul	2,430,000	yd.sta.	0.01	24,300.00
Long Overhaul	120,800	C-yd.stas.	0.30	36,240.00
Gravel Blanket	5,550	cu.yds.	1.25	6,937.50
Finishing Roadbed and Slopes	All	Required (90%)		9,000.00
12-inch Concrete Pipe	610	lin.ft.	2.50	1,525.00
18-inch Concrete Pipe	850	lin.ft.	4.50	3,825.00
24-inch Concrete Pipe	520	lin.ft.	6.00	3,120.00
78-inch Corrugated Metal Pipe	260	lin.ft.	48.00	12,480.00
24-inch Corrugated Metal Siphon Pipe	220	lin.ft.	9.00	1,980.00
Concrete End Basins	10	cu.yds.	55.00	550.00
Metal Guard Rail	3,820	lin.ft.	2.50	9,550.00
Guard Rail-Salvage Barricade	550	lin.ft.	1.50	825.00
Type 1 Fence	5,960	rods	5.50	32,780.00
16' x 48" Metal Gates	23	only	90.00	2,070.00
14' Cattle Guards	1	only	1,200.00	1,200.00
Guide Posts W-2	260	only	7.50	1,950.00
Coarse Crushed Material in Base	150,700	tons	1.10	165,770.00
3/4" - 0 Material in Base	31,200	tons	1.20	37,440.00
Sprinkling	4.430	M-gals.	2.50	11,075.00
Preparation of Base	All	Required (90%)		2,250.00
3/4" - 0 Material in Binder Course	1,030	cu.yds.	3.50	3,605.00
MC-2 Asphalt	160	tons	46.00	7,360.00
Asphaltic Concrete Mixture	38,060	tons	3.15	119,889.00
Asphalt in Mixture	2,100	tons	36.00	75,600.00
Extra for Paving Approaches	48	only	30.00	1,440.00
Asphaltic Concrete Traffic Marker, Type "L"	1,580	lin.ft.	0.75	1,185.00
Class "A" Concrete (46 cu.yds. at $72.00)	All	Required (25%)		3,312.00

Metal Reinforcement (4,700 lbs. at $0.13)	All Required (23%)		$ 741.00
6-inch Standard Steel Pipe	20 lin.ft.	$ 12.00	240.00
6-inch Gate Valve	All Required		200.00
8-inch Metal Drain Pipe	175 lin.ft.	4.00	700.00
Furnish 8" BP 36# Steel Piling	58 lin.ft.	5.40	313.20
Drive Steel Piles	4 only	74.00	296.00
Metal Sign Posts	All Required (35%)		254.10
Type "A" Signs in Place	164 sq.ft.	8.05	1,320.20
			$641,821.00

Flagging (57½% of Contractor's Cost)	All Required (20%)	200.00
Signing (Temporary)	All Required	400.00
		$ 600.00

Utility Work

Work by Bonneville Power Admin.	All Required	$ 45,000.00
Work by City of Irrigon (Water)	All Required	250.00
		$ 45,250.00
	Subtotal	$687,671.00
	10% Engr. & Cont.	68,767.00
	Total	$756,438.00

Type Code X021
W.S.I.D. Canal Bridge (Br. #8885)(Sta. 143+82 to Sta. 145+07)

Shoring, Cribbing, Etc.	All Required (50%)		$ 2,000.00
Structural Excavation	180 cu.yds.	$ 5.00	900.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish Treated Timber Piling	480 lin.ft.	1.60	768.00
Drive Timber Piles	12 only	55.00	660.00
Class "A" Concrete (240 cu.yds. at $72.00)	All Required (16%)		17,280.00
Metal Reinforcement (69,500 lbs. at $0.13)	All Required (16%)		9,035.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
	Subtotal		$ 31,243.00
	10% Engr. & Cont.		3,124.00
	Total		$ 34,367.00

Length of Roadway - - - - - - - - - - - - 8.816 Miles
Length of 1 Structure - - - - - - - - - 0.024 Mile
Length of 1 Structure - - - - - - - - - 0.041 Mile (Exception)
Total Length - - - - - - - - - - - - - - 8.881 Miles
Cost of Roadway Per Mile- - - - - - - - $85,802.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.S. Engr. Army Funds
Preliminary Engr.	$ 18,000.00	$ 11,000.00	$ 7,000.00	$
Roadway	756,438.00	321,000.00	197,938.00	237,500.00
Structure	34,367.00	13,000.00	8,867.00	12,500.00
	$808,805.00	$345,000.00	$213,805.00	$250,000.00

Oregon State Highway Department

Federal Aid
Project No. F-145(10)

BOARDMAN JUNCTION-IRRIGON SECTION OF THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 20, 1961

Type Code P.E.

Preliminary Engineering	All	Required		$ 18,000.00

Type Code 6201
Roadway (Sta. 112+00 thru Equa. 497+41.99=28+48.94 to Sta. 113+00)

Clearing and Grubbing	All	Required (75%)		$ 6,000.00
Drainage Excavation, Unclassified	770	cu. yds.	$ 3.00	2,310.00
General Excavation, Unclassified	217,450	cu. yds.	0.24	52,188.00
Short Overhaul	2,430,000	yd. sta.	0.01	24,300.00
Long Overhaul	120,800	C-yd. sta.	0.30	36,240.00
Gravel Blanket	5,550	cu. yds.	1.25	6,937.50
Finishing Roadbed and Slopes	All	Required (90%)		9,000.00
12-inch Concrete Pipe	610	lin. ft.	2.50	1,525.00
18-inch Concrete Pipe	850	lin. ft.	4.50	3,825.00
24-inch Concrete Pipe	520	lin. ft.	6.00	3,120.00
78-inch Corrugated Metal Pipe	260	lin. ft.	48.00	12,480.00
24-inch Corrugated Metal Siphon Pipe	220	lin. ft.	9.00	1,980.00
Concrete End Basins	10	cu. yds.	55.00	550.00
Metal Guard Rail	3,820	lin. ft.	2.50	9,550.00
Guard Rail-Salvage Barricade	550	lin. ft.	1.50	825.00
Type 1 Fence	5,960	rods	5.50	32,780.00
16' x 48" Metal Gates	29	only	90.00	2,610.00
14' Cattle Guards	1	only	1,200.00	1,200.00
Guide Posts W-2	260	only	7.50	1,950.00
Coarse Crushed Material in Base	150,700	tons	1.10	165,770.00
3/4" - 0 Material in Base	31,200	tons	1.20	37,440.00
Sprinkling	4,430	M-gals.	2.50	11,075.00
Preparation of Base	All	Required (90%)		2,250.00
3/4" - 0 Material in Binder Course	1,030	cu. yds.	3.50	3,605.00
MC-2 Asphalt	160	tons	46.00	7,360.00
Asphaltic Concrete Mixture	38,060	tons	3.15	119,889.00
Asphalt in Mixture	2,100	tons	36.00	75,600.00
Extra for Paving Approaches	54	only	30.00	1,620.00
Asphaltic Concrete Traffic Marker, Type "L"	1,580	lin. ft.	0.75	1,185.00
Class "A" Concrete (46 cu. yds. at $72.00)	All	Required (25%)		3,312.00
Metal Reinforcement (5,700 lbs. at $0.13)	All	Required (23%)		741.00
6-inch Standard Steel Pipe	20	lin. ft.	12.00	240.00

6-inch Gate Valve	All Required		$ 200.00
8-inch Metal Drain Pipe	175 lin. ft.	4.00	700.00
			$640,357.50

Flagging (57½% of Contractor's Cost)	All Required (20%)	$ 200.00
Signing (Temporary)	All Required	400.00
		$ 600.00

Utility Work

Work by Bonneville Power Admn.	All Required	$ 41,200.00
Work by City of Irrigon (Water)	All Required	250.00
Work by West Extension Irrigation Dist.	All Required	1,000.00
		$ 42,450.00
	Subtotal	$683,407.50
	10% Engr. & Cont.	68,340.50
	Total	$751,748.00

Type Code X021
W.E.I.D. Canal Bridge (Br. #8885)(Sta. 143+82 to Sta. 145+07)

Shoring, Cribbing, Etc.	All Required (50%)		$ 2,000.00
Structural Excavation	180 cu. yds.	$ 5.00	900.00
Structural Excavation Below Elevation Shown	10 cu. yds.	10.00	100.00
Furnish Treated Timber Piling	480 lin. ft.	1.60	768.00
Drive Timber Piles	12 only	55.00	660.00
Class "A" Concrete (240 cu. yds. at $72.00)	All Required (16%)		17,280.00
Metal Reinforcement (69,500 lbs. at $0.13)	All Required (16%)		9,035.00
8-inch Metal Drain Pipe	125 lin. ft.	4.00	500.00
	Subtotal		$ 31,243.00
	10% Engr. & Cont.		3,124.00
	Total		$ 34,367.00

Length of Roadway	.8.816 Miles	
Length of 1 Structure	.0.024 Miles	
Length of 1 Structure	.0.041 Miles	(Exception)
Total Length	.8.881 Miles	
Cost of Roadway Per Mile	.$85,270.87	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.S. Engr. Army Funds
Preliminary Engineering	$ 18,000.00	$ 11,000.00	$ 7,000.00	
Roadway	751,748.00	316,000.00	185,748.00	$250,000.00
Structure	34,367.00	21,000.00	13,367.00	
	$804,115.00	$348,000.00	$206,115.00	$250,000.00

Retained in Program Status

Work	Total Cost	Federal Funds
Traffic Signs	$ 3,000.00	$ 1,800.00

Oregon State Highway Department

Federal Aid
Project No. F-145(10)

BOARDMAN JUNCTION-IRRIGON SECTION OF THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 23, 1961

Type Code P.E.

Preliminary Engineering	All	Required		$ 18,000.00

Type Code 6201
Roadway (Sta. 112+00 Thru Equa. 497+41.99=28+48.94 to Sta. 113+00)

Clearing and Grubbing	All	Required (75%)		$ 6,000.00
Drainage Excavation, Unclassified	770	cu.yds.	$ 3.00	2,310.00
General Excavation, Unclassified	217,450	cu.yds.	0.24	52,188.00
Short Overhaul	2,430,000	yd.stas.	0.01	24,300.00
Long Overhaul	120,800	C-yd.stas.	0.30	36,240.00
Gravel Blanket	5,550	cu.yds.	1.25	6,937.50
Finishing Roadbed and Slopes	All	Required (90%)		9,000.00
12-inch Concrete Pipe	610	lin.ft.	2.50	1,525.00
18-inch Concrete Pipe	850	lin.ft.	4.50	3,825.00
24-inch Concrete Pipe	520	lin.ft.	6.00	3,120.00
78-inch Corrugated Metal Pipe	260	lin.ft.	48.00	12,480.00
24-inch Corrugated Metal Siphon Pipe	220	lin.ft.	9.00	1,980.00
Concrete End Basins	10	cu.yds.	55.00	550.00
Metal Guard Rail	3,820	lin.ft.	2.50	9,550.00
Guard Rail-Salvage Barricade	550	lin.ft.	1.50	825.00
Type 1 Fence	5,960	rods	5.50	32,780.00
16' x 48" Metal Gates	31	only	90.00	2,790.00
14' Cattle Guards	1	only	1,200.00	1,200.00
Guide Post W-2	260	only	7.50	1,950.00
Coarse Crushed Material in Base	150,700	tons	1.10	165,770.00
3/4" - 0 Material in Base	31,200	tons	1.20	37,440.00
Sprinkling	9,280	M-gals.	2.50	23,200.00
Preparation of Base	All	Required (90%)		2,250.00
3/4" - 0 Material in Binder Course	1,030	cu.yds.	3.50	3,605.00
MC-2 Asphalt	160	tons	46.00	7,360.00
Asphaltic Concrete Mixture	38,060	tons	3.15	119,889.00
Asphalt in Mixture	2,100	tons	36.00	75,600.00
Extra for Paving Approaches	56	only	30.00	1,680.00
Asphaltic Concrete Traffic Markers, Type "L"	1,580	lin.ft.	0.75	1,185.00
Class "A" Concrete (46 cu.yds. at $72.00)	All	Required (25%)		3,312.00
Metal Reinforcement (5,700 lbs. at $0.13)	All	Required (23%)		741.00
6-inch Standard Steel Pipe	20	lin.ft.	12.00	240.00
6-inch Gate Valve	All	Required		200.00
8-inch Metal Drain Pipe	175	lin.ft.	4.00	700.00
				$652,722.50

Flagging (57½% of Contractor's Cost)	All Required (20%)		$ 200.00
Signing (Temporary)	All Required		400.00
			$ 600.00

Utility Work

Work by Bonneville Power Admin.	All Required		$ 41,200.00
Work by City of Irrigon (Water)	All Required		250.00
Work by West Extension Irrigation District	All Required		1,000.00
			$ 42,450.00
	Subtotal		$695,772.50
	10% Engr. & Cont.		69,576.50
	Total		$765,349.00

Type Code X021
W.E.I.D. Canal Bridge (Br. #8885)(Sta. 143+82 to Sta. 145+07)

Shoring, Cribbing, Etc.	All Required (50%)		$ 2,000.00
Structural Excavation	180 cu.yds.	$ 5.00	900.00
Structural Excavation Below Elevation Shown	10 cu.yds.	10.00	100.00
Furnish Treated Timber Piling	480 lin.ft.	1.60	768.00
Drive Timber Piles	12 only	55.00	660.00
Class "A" Concrete (240 cu.yds. at $72.00)	All Required (16%)		17,280.00
Metal Reinforcement (69,500 lbs. at $0.13)	All Required (16%)		9,035.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
	Subtotal		$ 31,243.00
	10% Engr. & Cont.		3,124.00
	Total		$ 34,367.00

Length of Roadway - - - - - - - - - - - - 8.816 Miles
Length of 1 Structure - - - - - - - - - - 0.024 Mile
Length of 1 Structure - - - - - - - - - - 0.041 Mile (Exception)
Total Length - - - - - - - - - - - - - - 8.881 Miles
Cost of Roadway Per Mile - - - - - - - $86,813.63

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.S. Engr. Army Funds
Preliminary Engineering	$ 18,000.00	$ 11,000.00	$ 7,000.00	
Roadway	765,349.00	261,000.00	154,440.00	$349,909.00
Structure	34,367.00	21,000.00	13,367.00	
	$817,716.00	$293,000.00	$174,807.00	$349,909.00

RECEIVED
MAR 2 1962

COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5/25

February 28, 1962

West Extension Irrigation District
Irrigon, Oregon

Attention: Mr. Chester Collins, Manager

Re: Revision of Agreement
Boardman Jct.-Irrigon Section
Columbia River Highway
Morrow County

Gentlemen:

Attached are three (3) copies of a proposed revision to the existing agreement between West Extension Irrigation District and the State. The Bureau of Public Roads requested that this revision be made. The purpose of this revision is to conform to the requirements of PPM 30-4, which states that reference to that memorandum be made in the agreement, and to allow payment to be made under paragraph 7-e(3) of this memorandum.

This revision does not change the intent of the agreement as made, but does allow payment to West Extension Irrigation District as already agreed in an exchange of letters.

Please have the members of the Board sign and return two copies of this revision. The third copy may be retained by the District. A fully executed copy will be sent to the District after it is signed by the Highway Commision.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

CHB:bjh
encs.

cc: G. S. Paxson
R. L. Porter
L. I. Lindas

MAR
STATE H

RECEIVED
FEB 26 1962
FOR FILING

February 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering the construction of diversion boxes on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County, Contract No. 5955, in connection with Federal Aid Project No. I-80N-5(5)166, F-145(10).

This work is necessary to restore irrigation services to the same use as existed prior to the start of construction. This is called for by both right of way agreement and plans. The necessary diversion boxes were not included.

The work was verbally recommended for approval by the BPR Area Engineer February 19, 1962, and the Field instructed to proceed with the work as an emergency measure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
FEB 26 1962
FOR FILING

4611

February 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering additional height for wing walls and culvert barrel on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County, Contract No. 5955, in connection with Federal Aid Project No. I-80N-5 (5) 166, F-145(10).

The additional two feet to raise the wing walls and intake end of the siphon barrel to top of the dike elevation is noted to be done "by others". It was not included in the estimate and work by the Irrigation District.

The work is necessary for the proper functioning of the siphon and was verbally recommended for approval by the BPR Area Engineer, February 19, 1962. The Field has been authorized to proceed with the work as an emergency measure to avoid construction delay.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
FEB 26 1962
FOR FILING

5955

February 20, 1962

R. A. Heintz Construction Company and
Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

You have a copy of a letter written by G. H. Baker, Superintendent, Union Pacific Railroad Company, under date of February 15, to the State concerning the railroad insurance on the overcrossing of the Union Pacific's tracks near Boardman. Apparently, the policy does not conform with the contract which requires that the policy be in a form satisfactory to the railroad companies.

I assume that you and your agent will take the necessary steps to furnish the endorsement requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mansfield & Co.
1975 S. W. Fifth Avenue
Portland, Oregon
Mr. Forrest Cooper
Mr. I. D. Merchant
Mr. R. L. Porter

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

FEBRUARY 15, 1962

File Ref. D 322 - 0 - 14

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Railroad Protective Insurance
Boardman Junction - Irrigon Section
Columbia River Highway

With my letter of December 14, 1961, I advised you that United Pacific Insurance Company Policy RRP-1363, furnished by R. A. Heintz Construction Company and Rogers Construction, Inc., covering overcrossing at Railroad Mile Post 169.19 and temporary haul road at Mile Post 169.13 in connection with the above-captioned project, had been approved by the Railroad Companies.

It has been brought to my attention that the insurance policy does not conform with Section 11 of agreement dated June 27, 1961 covering the project as the "Named Insured" does not include any other Railroad Company or Companies at any time lawfully using the Railroads' property or facilities.

In view of the likelihood that other Railroads will have occasion to use our tracks for detour movements through this area, it is requested that you arrange for an additional endorsement to the insurance policy to be worded in the following or equivalent manner:

"ADDITIONAL INSUREDS:

> IT IS HEREBY UNDERSTOOD AND AGREED THAT THE BENEFITS OF THIS POLICY SHALL INURE, IN ADDITION TO THE NAMED INSUREDS, TO ANY OTHER RAILROAD COMPANY OR COMPANIES AT ANY TIME LAWFULLY USING THE PROPERTY OR FACILITIES OF THE NAMED INSUREDS."

In our opinion the aggregate liability of the Insurer will not be increased with this additional endorsement.

Your prompt attention to this matter will be greatly appreciated.

Yours very truly,

G. H. Baker,
Superintendent

cc:
R.A. Heintz Construction Company
and Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland, Oregon

Mansfield & Co.
1975 S.W. Fifth Avenue
Portland, Oregon

RECEIVED
FEB 19 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
5 1962
FOR FILE

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

5961

DATE: February 13, 1962

C G Polk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Utility Agreement
West Extension Irrigation District
Boardman Junction-Irrigon Section
Columbia River Highway
Project F-145(10)

Review of the referenced agreement, dated April 14, 1961, reveals no reference to Policy and Procedures Memorandum 30-4. Paragraph 7.a of the PPM specifies that "Said agreement shall incorporate this memorandum and any supplements or revisions thereto by appropriate reference - - - ". Referenced agreement does not mention any requirement of the Bureau of Public Roads. This agreement must be modified to conform to PPM 30-4 if Federal participation in the cost is to be expected.

It is requested that agreement paragraph 5. of "Things To Be Done By State" be modified to permit reimbursement in an agreed lump sum of $1,461.26, an amount informally agreed upon by the parties and approved by the Bureau.

Morgan

Young

FEB 15 1962

OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5955

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 5, 1962

West Extension Irrigation District
Irrigon, Oregon

Attention: Mr. Chester Collins

Re: Irrigation Facility Adjustment
Boardman Jct.-Irrigon Section
Old Oregon Trail & Columbia River Highways
Morrow County
Project No. I 80N-5(5)166 & F-145(10)

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this section of the Old Oregon Trail Highway and the Columbia River Highway has been approved by the Bureau of Public Roads and the State. You are hereby authorized to proceed with the work as of January 30, 1962.

This estimate has been approved as a lump sum agreement under the terms of PPM 30-4, paragraph 7e(3). Reimbursement will be in the amount of $1,461.26 upon notification by you of completion of the work. Your billing in a lump sum amount for the work should be forwarded through our Resident Engineer.

Very truly yours,

F. D. Morgan
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:bjh

cc: G. S. Paxson
R. L. Porter ✓
L. H. Young
A. F. Parson
C. C. McKinney
C. H. Maison
C. G. Polk

RECEIVED
FEB 6 1962
OFFICE OF
[illegible]

NOTED
R. L PORTER

RECEIVED 1962
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

File

4455

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: January 30, 1962

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Oregon Project F-145(10), Boardman Junction-Irrigon Section of
Columbia River Highway - West Extension Irrigation District
Adjustment of Irrigation Facilities

We hereby approve the agreement between the State and the utility company dated April 14, 1961. Reimbursement will be based on a lump sum amount of $1,461.26.

It is understood that the furnishing and placing of concrete pipe will not be necessary and is not an item of cost in the utility's estimate, and that the relocation of the existing cattle guard is included in the lump sum agreement amount.

Authorization to proceed with the work is granted as of January 30, 1962. Approval is subject to the provisions of PPM 30-4.

Young

Original To Young JAN 31 1962

RECEIVED
JAN 30 1962
FOR FILING

[illegible]

5955

January 30, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering a channel change on the Boardman Junction-Irrigon Section of the Old Oregon Trail & Columbia River Highways in Morrow County, Contract No. 5955, in connection with Federal Aid Project No. I-80N-5(5)166, F-145(10).

This work is necessary to make the slopes conform to Interstate standards. The work was not shown on the plans and is not of the same general nature as the rest of the project. A copy of the letter from the Resident Engineer regarding negotiation for this Order is attached. The work has not started.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED

FOR

I-80N-5(5)166

5955

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 26, 1962

Umatilla Electric Cooperative Association
P. O. Box 1025
Hermiston, Oregon

Attention: Mr. R. L. Woolley

Re: Power Line Adjustment
Boardman Jct.-Irrigon Section
Columbia River Highway and
Old Oregon Trail Highway
Morrow County
Project I-80N-5(5)166

Gentlemen:

Your estimate and plan of work for the additional adjustment of your facilities on the above-named project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of January 16, 1962.

The Bureau will participate only in the cost of the adjustment of the pole anchor located on private property approximately 240 feet north of Station "WB" 257+50. Therefore, please keep the costs of this work separate from that of resetting the poles north of Stations 288 and 292 for audit purposes.

Reimbursement for work done subsequent to January 16, 1962, will be made subject to PPM 30-4.

F. D. Morgan
Construction Engineer

By CHBaker

C. H. Baker
Assistant Field Construction Engineer

CHB:bjh

cc: G. S. Paxson
R. L. Porter
C. G. Polk
C. H. Maison
L. H. Young
A. F. Parson
C. C. McKinney

JAN [illegible] 62

RECEIVED
N 23 1962

[illegible] N-3( )
5955

January 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the salvaging and re-installing guard rail on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County, Contract No. 5955, in connection with Federal Aid Project No. I-80N-3(8)188, F-145(10).

This work is necessary for the guidance and safety of traffic. It is over and above that required of the contractor for safety of workmen and traffic.

The eastbound structure is being constructed first, and traffic has not been diverted to the detour. We are considering the use of the same material at the two anticipated needed locations. That is, to first install along the existing highway for protection while the excavation is open for the construction of the eastbound structure. Then to remove and reinstall along the detour when traffic is diverted to the detour, for the construction of the westbound structure. If suitable we will also salvage the material reinstall along the completed facility in a permanent location. Approval is recommended.

This work has been verbally recommended for approval by the Bureau of Public Roads Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Encls.

RECEIVED
JAN 24 1962
FOR FILING
I-80N-5(5)166
5955

UNITED STA GOVERNMENT

Memorandum

U. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

file

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 23, 1962

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Oregon Project I-80N-5(5)166
Boardman Jct.-Umatilla Electric Utility Adjustment

Mr. Young's January 16, 1962 letter requested approval of utility adjustments by the Umatilla Electric Cooperative Association in addition to those approved by our June 28, 1961 memorandum for the subject project.

We hereby approve the agreement evidenced by the exchange of letters dated November 15, 1961 and January 9, 1962 between the State and the Utility Company. However, your agreement indicates that you will reimburse the utility for adjusting two poles north of Stations 288 and 292 located on State Highway right-of-way. Though you advised that these poles had been reset based on plans previously submitted, plans approved by this office on June 28, 1961 did not show that any adjustment in these poles was necessary. Consequently, our participation must be limited to adjustment of the pole anchor located on private property approximately 240 feet north of Station "WB" 257+50.

Authorization to proceed with the work is granted as of January 16, 1962 with our participation limited as mentioned above. Approval is subject to the provisions of PPM 30-4.

Young
Morgan

RECEIVED
JAN 23 1962

FOR FILING
[illegible]

5955

January 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the adjustment of the walls and cover of the "well box" for drain valve on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County, Contract No. 5955, in connection with Federal Aid Project No. I-80N-5(5)166.

This work is necessary to establish the drainage in connection with the siphon structure. Copies of the sketch covering the drainage work are attached.

The work has been verbally recommended for approval by the Bureau of Public Roads Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Encls.

RECEIVED
JAN 13 1962
FOR FILING

5944

January 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Boardman Jct.-Irrigon Sec.
Old Oregon Trail and Columbia
River Highways
Morrow County
Projects I-80N 5(5)166,
F 145(10)

Dear Sir:

This refers to our letter of January 16, 1962, concerning the adjustment of facilities owned by the West Extension Irrigation District on the subject projects.

The request by the district for a lump sum agreement for this work in the amount of $1,500.00 is in accordance with PPM 30-4, and is satisfactory to the State. Your approval on this basis is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb

RECEIVED
JAN 16 1962
FOR FILING

5755

January 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Boardman Jct.-Irrigon Section
Old Oregon Trail Highway
Morrow County
Project No. I-80N-5(5)166

Herewith are the following data covering additional adjustments of the Umatilla Electric Cooperative Association facilities in connection with construction on the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the Cooperative for making certain of the adjustments.
2. Two copies of the estimate prepared by the Cooperative for making these adjustments.
3. Two copies of the sketch prepared by the Cooperative showing the adjustments to be made.

Your approval of the additional work and its inclusion in the work approved by your letter of June 28, 1961, under the provisions of PPM 30-4 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. R. Young
Office Engineer

DBP:bb

RECEIVED
JAN 16 1962
FOR FILING

[illegible]
595[illegible]

January 16, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Boardman Jct.-Irrigon Section
Old Oregon Trail & Columbia R.
Highways in Morrow County
Projects I-80N-5(5)166, F-145(10)

Herewith are the following data covering adjustment of the West Extension Irrigation District in connection of the subject projects:

1. Two copies of the agreement between the State and District.
2. Two copies of the District's estimate for making the adjustments.
3. Two copies of the sketch showing the work to be done.

Your approval of the agreement between the State and District and authorization to proceed with the work as of this date are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
JAN 8 1962
FOR FILING

I-[illegible]

59[illegible]

January 5, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the waterproofing construction joints in irrigation siphons on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County, Contract No. 5955, in connection with Federal Aid Project No. 1-80N-5(5)166, F-115(10).

No provision is made in the contract for waterproofing construction joints in the irrigation siphons. The siphons will be under considerable head and will carry quite a bit of silt. A waterproof membrane would soon be scoured off, so it is proposed to chip a grove and fill with lead wool.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
JAN 5 1962
FOR FILING

I-[illegible]N-[illegible]

5955.

Salem, Oregon
January 4, 1962

Agreement with Union Pacific
Railroad Co. re
Boardman Junction-Irrigon Section
Columbia River Highway

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are two copies of a supplemental agreement with the Union Pacific Railroad Company authorizing a haul road across the Union Pacific tracks near the Clarke Overcrossing in Morrow County. These copies have been executed by the State Highway Commission and are now ready for execution by the Railroad Company.

When fully signed please return one copy to this office for the Commission 's Files.

Secretary

rn
Attach: 2

RECEIVED
DEC 19 1961
FOR FILING

I [illegible]

5955

December 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering additional clearing for a Channel Change on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County, Contract No. 5955, in connection with Federal Aid Project No. I-80N-5(5)116, F-145(10).

This work is necessary for the Channel Change, which was not anticipated. The location of the fill slope of the west bound lane, stations 235 to 241, falls within the creek and overflow Channel. The clearing required is outside of the staked limits of the project.

This work has been verbally recommended for approval by the B. P. R. Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
DEC 19 1961
FOR FILING
I-5DN-5(5)
5955

Salem, Oregon
December 18, 1961

Boardman Junction-Irrigon Section
Columbia River Highway

Mr. A. F. Parson
Division Engineer
La Grande

Attached is a copy of a letter from the Union Pacific Railroad Company advising approval of Heintz's insurance for the grading project, Boardman Junction-Irrigon Section, and for the haul road which is to be established near the overcrossing site.

This is not a policy which covers the overcrossing itself.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. R. L. Porter
Mr. F. D. Morgan

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

DECEMBER 14, 1961

File Ref. D 322 - 0 - 14

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

The United Pacific Insurance Company Policy RRP-1363 furnished by R. A. Heintz Construction Company and Rogers Construction, Inc., in connection with the proposed construction of Boardman Junction-Irrigon Section of Columbia River Highway overcrossing at Mile Post 169.19 and temporary haul road at Mile Post 169.13, near Clarke in Morrow County, Oregon, has been approved by the Railroad Company.

Very truly yours,

G H Baker

G. H. Baker,
Superintendent

cc:
R. A. Heintz Construction Company
and Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Mansfield & Co.
1975 S. W. Fifth Avenue
Portland, Oregon

RECEIVED
1 [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1961
FOR FILING
I-80N-3(5)166
5955

Salem, Oregon
December 13, 1961

Agreement with Union Pacific
Railroad re
Boardman Junction-Irrigon Secttion
Columbia River Highway

Mr. Floyd Query
Secretary
BUILDING

Attached are two copies of an agreement between the State and the Union Pacific Railroad authorizing a haul road across the Union Pacific tracks near the Clarke Overcrossing in Morrow County.

It would be appreciated if you would circulate this to the State Highway Commission for approval.

Our contractor is desirous to move material across this crossing at the earliest possible date.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
atttach.

[illegible] - Oregon section - [illegible]

RECEIVED
DEC 12 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 12 1961 PM
7,8,9,10,11,12,1,2,3,4,5,6

ON LAG 99 12-12-61 1000A

MERCHANT

A

ABOUT THE FIRST OF DECEMBER, WE ARE INFORMED, THE UP RIXXX RAILROAD CO FORWARDED A SUPPLEENTAL AGREEMENT TO HIGHWAY DEPT SALEM FOR EXECUTION ON THE PART OF THE PROPER HIGHWAY OFFICIALS. THIS HAD TO DO WITH HAUL ROAD CROSSING THE RAILROAD IN CONNECTION WITH THE CLARKE OVERCROSSING PROJECT CONTRACT 5971. CONTRACTOR WOULD LIKE TO HAUL ACROSS THE RAILROAD BEGINNING NEXT MONDAY. RAILROAD OFFICIALS ADVISE THAT PERMISSION WILL BE GRANTED IF THE AGREEMENT IS SIGNED OR IF A LETTER ADVISING THAT THE AGREEMENT WILL BE APPROVED IF SENT TO THE PORTLAND OFFICE OF THE UP RAILROAD. WILL YOU PLEASE FOLLOW UP. RAILROAD OFFICIALS ADVISE THAT ACCEPTABLE INSURANCE IS NOW ON HAND.

CANNON
DJ

NOTED
[illegible]

NOTED
S. PAXSON

December 11, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Boardman Junction-Irrigon Section
Columbia River Highway

Dear Mr. Baker:

Reference is made to your letter of December 4 concerning the permit for a haul road across your tracks near the site of the Clarke Overcrossing in Morrow County. This is at your Mile Point 169.13.

The hauling across this crossing will be done by the grading contractor on the adjacent section and is not in connection with the contract for the overcrossing of your tracks. The contract for the grading does not include a provision for the furnishing of insurance protecting the railroad before any hauling is done. Our contractor will furnish you with such insurance in accordance with the terms of our agreement covering the overcrossing.

The contractor is anxious to proceed with his work and it is requested that you proceed with your work on the crossing itself prior to execution of the agreement by the Highway Commission. This letter will be your authority to do so and to receive reimbursement for these costs. It is the understanding that no actual haul across the crossing will be permitted until such time as insurance is received and approved by you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

cc Mr. Forrest Cooper
Mr. Fred Klaboe

Salem, Oregon
December 11, 1961

Boardman Junction-Irrigon Section
Columbia River Highway
Morrow County

Mr. Fred Klaboe

Please note attached to the Union Pacific Railroad Company concerning the haul road crossing near the Clarke road overcrossing. Before execution of this agreement by the Highway Commission, the contractor must agree with us to assume all the responsibilities and costs which we assume under the permit.

I am attaching two copies of the supplemental agreement covering the temporary crossing. Will you please arrange with our contractor to assume the responsibilities which we assume and in doing so, suggest that you attach one copy of the proposed crossing agreement so that he may be advised as to what he is undertaking.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

DECEMBER 4, 1961

Ref. File: D 322 - 0 - 14

Mr. Forrest Cooper,
Acting State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Asst. State Highway Engineer

Dear Sir:

Referring to your letter of November 1 relative to permit for temporary haul road crossing in connection with construction of section of Columbia River Highway between Boardman Junction and Irrigon, including overcrossing of Railroad's Main Line at Clarke, Morrow County:

Herewith in duplicate is proposed supplemental agreement covering temporary haul road. If satisfactory, will you please have document executed by the State Highway Commission, and return both counterparts for completion on the part of the Railroad Companies, after which one fully-executed copy will be returned to you.

Under Section 2, pages 1 and 2 of supplemental agreement, work will be performed by the Railroads at expense of the State in connection with this temporary haul road crossing. The estimated cost of this work is as follows:

Install and remove 24-foot plank crossing (Planking material for crossing to be furnished by State's Contractor.)	$215.
Move and restore motorcar setoff and right-of-way fences	150.
Relocate joint signal-communication pole	175.

Labor and Material Additives	$135.
Contingencies	75.
Total Estimated Expenditure	$750.

Under Section 3, page 2 of supplemental agreement the Railroads, at the expense of the State, will station a Watchman at this temporary crossing. This will be handled as outlined in agreement dated June 27, 1961, relating to the overhead crossing.

If you find it desirable for the Railroads to commence work in connection with this temporary crossing before the agreement is executed, will you please advise and authorize by letter accordingly?

To date, no insurance has been provided this office in connection with the overcrossing project. This insurance, when furnished, will have to provide coverage for the temporary haul road crossing as provided under Section 6, page 2 of supplemental agreement.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

RECEIVED
DEC 7 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 7 1961
OREGON
STATE HIGHWAY ENGINEER

RECEIVED
1961

COMMISSIONERS
[illegible] K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5955

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 12, 1961

R.A. Heintz Construction Company
and Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland 20, Oregon

Gentlemen:

Enclosed find a copy of a proposed supplemental agreement between the Oregon-Washington Railroad and Navigation Company and the State of Oregon concerning a temporary grade crossing of the railroad facility near Railroad M.P. 169.13 within the limits of Oregon State Highway Contract No. 5955, Boardman Junction-Irrigon Section. I enclose also a copy of the estimate of the railroad costs of providing the temporary crossing.

We have requested the railroad to immediately proceed with their work on the crossing itself and to allow you to use said crossing as soon as you have provided them with satisfactory insurance coverage.

We already have your letter assuming responsibility for all the additional costs in connection with this crossing and further stating that you will conform to all regulations and restrictions imposed on the State Highway Department by the railroad company.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Klaboe
F. B. Klaboe
Assistant Construction Engineer

Enclosure

FBK:fp

cc G. S. Paxson
R. L. Porter
A. F. Parson

RECEIVED
DEC 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 8-61 94997

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

December 12, 1961

SUBJECT: Boardman Jct.-Irrigon Section
Contract No. 5955

To:

Mr. G. S. Paxson
Deputy State Highway Engineer
OFFICE

Enclosed find copies of letters submitted by the prime contractor on this project. You will note that said contractor assumes all responsibilities and expense involved with the railroad crossing permit to be granted the State Highway Department at Railroad M.P. 169.13.

Please advise if these letters are sufficient.

Frank D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:fp

Enc.

RECEIVED
DEC 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

R. A. HEINTZ CONSTRUCTION CO.
&
ROGERS CONSTRUCTION, INC.
A Joint Venture
Heavy Construction

— *Address Reply To:* —
11760 N. E. Glisan Street
Portland 20, Oregon

October 16, 1961

Mr. C. C. McKinney, Resident Engineer
Oregon State Highway Department
P. O. Box 755
Hermiston, Oregon

Subject: Hauling Across Railroad
Boardman Jct-Irrigon Section
Old Oregon Trail & Columbia River Highway
Contract No. 5955 - Our Job No. 44

Dear Mr. McKinney:

Reference to your letter dated October 14 to which was attached a letter from H. S. Coulter, Assistant Division Engineer, in which the Highway Department requests certain information before a formal application can be made to assist us in obtaining a crossing of the Union Pacific Railroad at West Clarke Station. We submit the following:

I. A sketch map of the area -- this is Sheet No. 7 of the above contract -- with the proposed crossing outlined in red. This is at the site of the present crossing which has been in service at all times but would have to be rebuilt. Mr. Orr of the Union Pacific Railroad suggested this location.

II. The Highway Department plans show fill areas in the shaded blue areas and the only way this material can be brought from the South side to the North side is to haul it across the railroad tracks. In order to build the job tp your specifications, the crossing becomes a necessity.

III. We would estimate that this crossing will have to be in use most of the time allocated to complete the job.

IV. The required statement is attached.

V. We, as the Prime Contractor, are aware that all additional cost items in connection with this crossing are our expense and we agree to hold the Highway Department harmless for our actions.

Very truly yours,

R.A.HEINTZ CONSTRUCTION CO.
and ROGERS CONSTRUCTION, INC.

Chas McInroe

Chas. McInroe

Fwded to Div office 10/18

[illegible]

To: Oregon State Highway Department

Subject: Hauling Across Railroad
Boardman Jct-Irrigon Section
Old Oregon Trail & Columbia River Highway
Contract No. 5955 - Our Job No. 44

We will assume all responsibility, conform to any and all regulations and restrictions that might be placed on the Department by the railroad company.

R.A. HEINTZ CONSTRUCTION CO.
and ROGERS CONSTRUCTION, INC.

Chas. McInroe

Dated: October 16, 1961

CC McKinney 10-19-61
SS

RECEIVED
DEC 12 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5966

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 11, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Boardman Junction-Irrigon Section
Columbia River Highway

Dear Mr. Baker:

Reference is made to your letter of December 4 concerning the permit for a haul road across your tracks near the site of the Clarke Overcrossing in Morrow County. This is at your Mile Point 169.13.

The hauling across this crossing will be done by the grading contractor on the adjacent section and is not in connection with the contract for the overcrossing of your tracks. The contract for the grading does not include a provision for the furnishing of insurance protecting the railroad before any hauling is done. Our contractor will furnish you with such insurance in accordance with the terms of our agreement covering the overcrossing.

The contractor is anxious to proceed with his work and it is requested that you proceed with your work on the crossing itself prior to execution of the agreement by the Highway Commission. This letter will be your authority to do so and to receive reimbursement for these costs. It is the understanding that no actual haul across the crossing will be permitted until such time as insurance is received and approved by you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

cc Mr. Forrest Cooper
Mr. Fred Klaboe

RECEIVED
NOV 1 1961
FOR FILING

I - 11 - 1 4

5955

November 1, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Boardman Jct.-Irrigon Section

Dear Sir:

The Rogers and Heintz Company, contractors for the grading of the section of the Columbia River Highway between Boardman Junction and Irrigon, plan to haul embankment material across a grade crossing of your tracks approximately 350 feet west of the site of the Clarks Overcrossing. I attach hereto three sets of prints from Sheets 1 and 7 of the grading plans for this section, which show the location of the proposed crossing. You will note that this is immediately adjacent to your bridge over the U.S.R.S. irrigation canal and should enable you to locate the point on your line.

We would appreciate assurance of a permit or a supplement to the agreement covering this project authorizing the hauling across your tracks of this embankment material. I understand that a permit or agreement of this nature would be directly with the State, and we will then in turn permit our contractor to haul under the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Parson

FORM E-30 90M 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1961

SUBJECT: Haul Road Crossing
Boardman Jct.-Irrigon Section
Columbia River Highway
Contract No. 5955

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

The contractor on this project, Heintz and Rogers, has requested State assistance in obtaining a crossing agreement with the Union Pacific Railroad for a haul road. The proposed haul road crossing is located some 350 feet west of the Clarke Overcrossing, and is shown on the attached prints.

The contractor has submitted a signed statement that the State will not be asked to participate in the cost of obtaining or using the crossing. Copies of the statement and correspondence are attached.

Please make application to the Union Pacific Railroad for the crossing for use by the contractor.

Tom Edwards
Construction Engineer

By C H Baker
C. H. Baker
Ass't. Field Construction Engineer

CHB:fp

Encl.

RECEIVED
OCT 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 23, 1961

SUBJECT: Crossing of Railroad
Boardman Jct.-Irrigon Section
Old Oregon Trail Hwy. & Columbia River
Contract 5955

To:

Mr. Tom Edwards
Construction Engineer
Salem

Attached, hereto, you will find a letter to Resident Engineer McKinney from R. A. Heintz Construction Company and Rogers Construction Company, Inc., prime contractors, on subject section.

As stated in the letter they are requesting the Highway Department to assist them in obtaining a grade crossing of the main line of the Union Pacific Railroad for the purpose of transporting grading materials from the south to the north side of the tracks. It is our recommendation that the department do everything we can to obtain permission for the contractors to use a grade crossing.

A. F. Parson
Division Engineer

by H. S. Coulter
H. S. Coulter
Assistant Division Engineer

HSC;gb

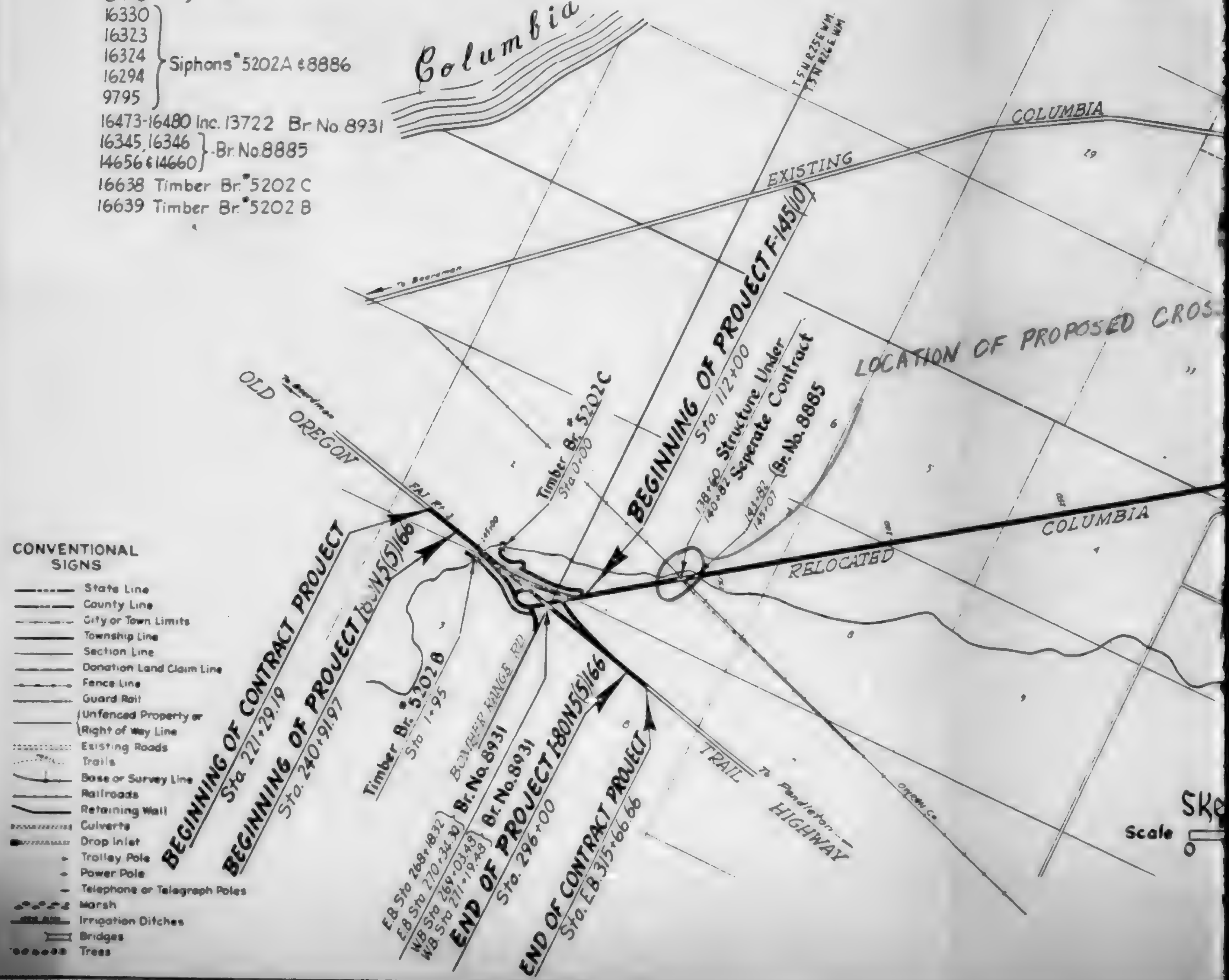
CONSTRUCTION DIVISION
RECEIVED
OCT 24 1961
NOTED-- ☐ ☑ ☐ ☐ ☐
CE ACE ACE COE

REFERRED TO
Baker
By Ass't Constr. [illegible]

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A,2B,2C	Typical Section & Summary
3	Plan & Profile
4	Plan (Boardman Jct. Interchange)
4A,4B,4C	Profiles
5-21	Plan & Profile

Drwg. No's.
2051-Misc. Struct.
2077-Traffic Island
2088-Traffic Markers
2094-Guard Rail
2105-Concrete Inlet
2106-Guide Posts
2107-Culvert End Sections
2112- Sloped Ends C.M.P.
13663- Cattle Guard
S-1-8 Incl. } Signing
S-15
S-145
16330 } Siphons #5202A & 8886
16323
16324
16294
9795
16473-16480 Inc. 13722 Br. No. 8931
16345, 16346 } Br. No. 8885
14656 & 14660
16638 Timber Br. #5202 C
16639 Timber Br. #5202 B

STATE OF C
STATE HIGHWAY
PLANS FOR PROPOS
GRADING, PAVING, SIGNI
BOARDMAN JCT.- IR
OLD OREGON TRAIL HIGHWAY & C
MORROW CO
APRIL ,



7V-4-1

BOARDMAN JCT.-IRRIGON SECTION OLD ORE. TRAIL HWY.-COLUMBIA RIVER HWY. MORROW COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-5(5)166 F-145(10)		See Index

E OF OREGON
HWAY DEPARTMENT

PROPOSED PROJECT

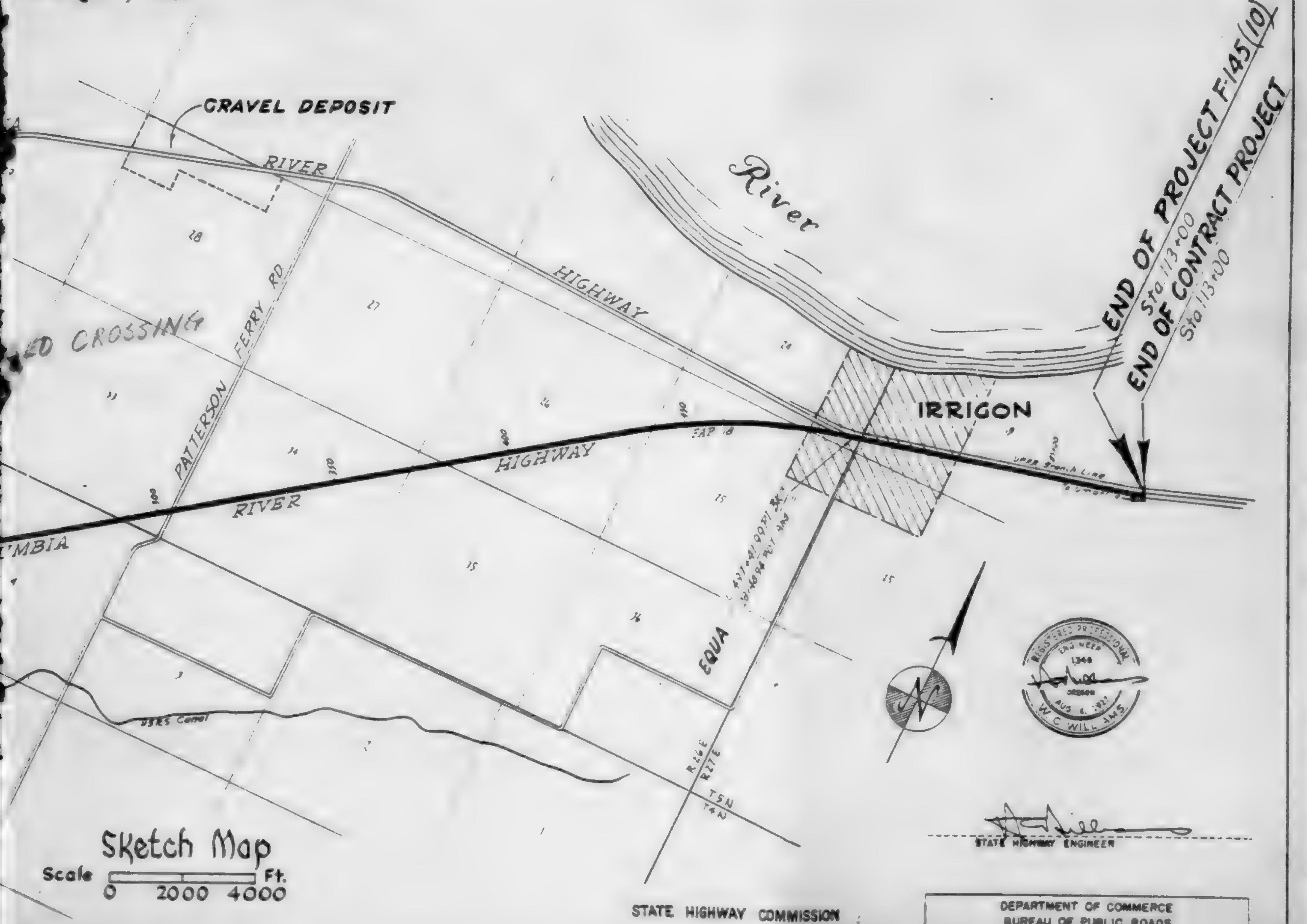
G, SIGNING & STRUCTURES

CT.- IRRIGON SECTION

HWAY & COLUMBIA RIVER HIGHWAY

ORROW COUNTY

APRIL, 1961



1346
W. C. WILLIAMS

STATE HIGHWAY ENGINEER

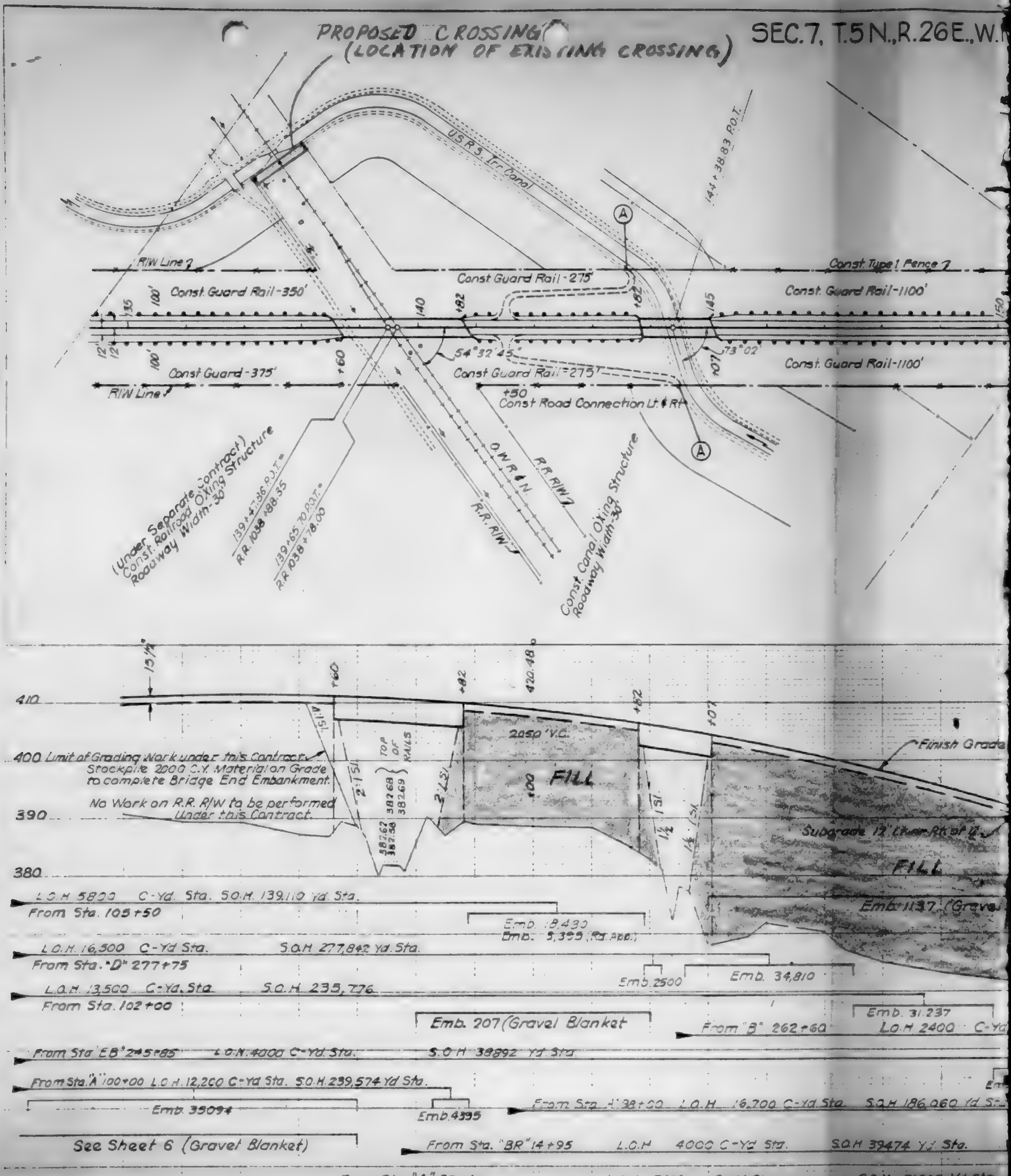
STATE HIGHWAY COMMISSION

M K McIver	Chairman
Kenneth N. Fridley	Commissioner
Glenn L. Jackson	Commissioner

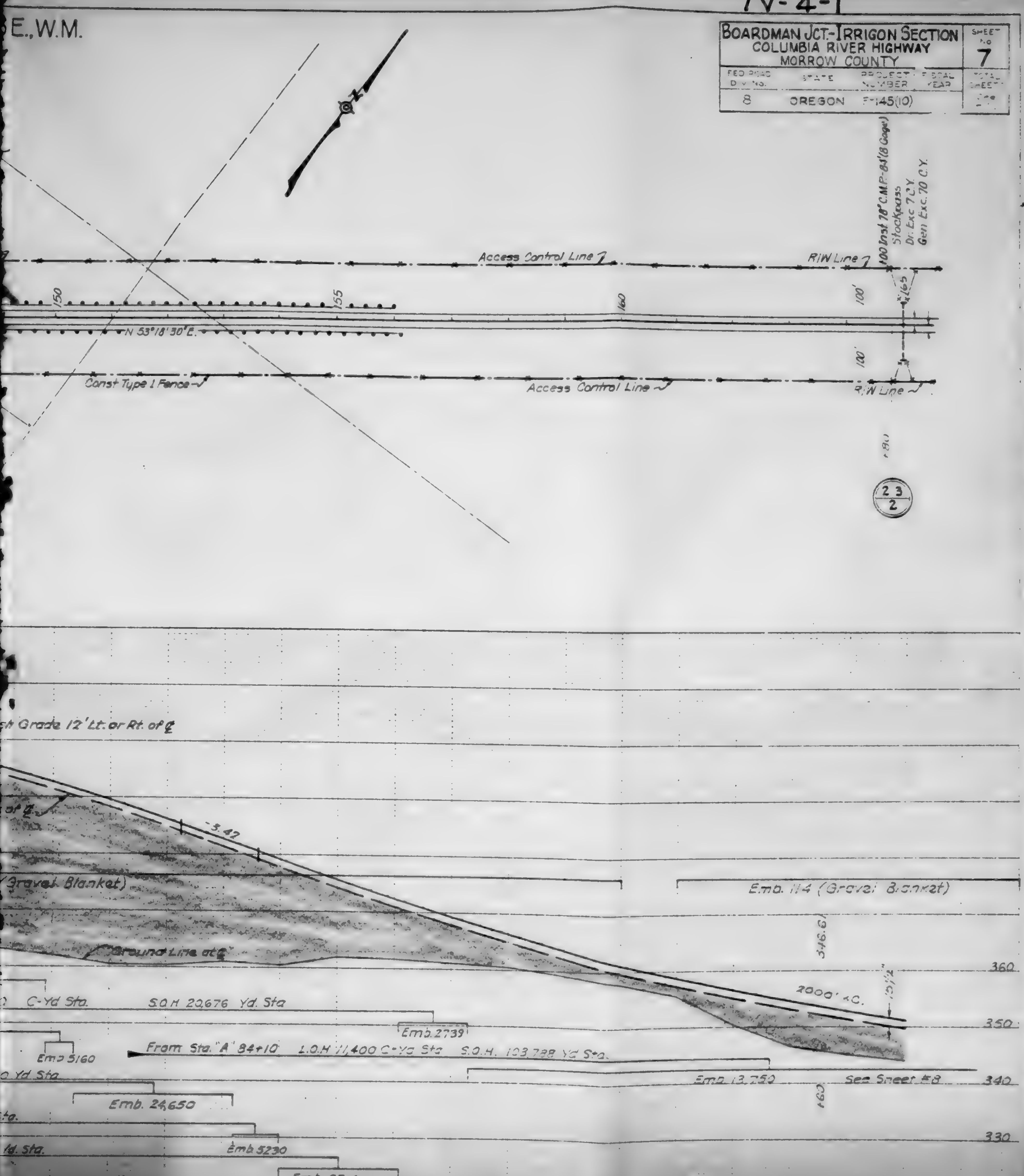
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DIVISION ENGINEER　　DATE


PROPOSED CROSSING
(LOCATION OF EXISTING CROSSING)
SEC.7, T.5N.,R.26E.,W.
U.S.R.S. Irr. Canal
144+38.83 P.O.T.
Ⓐ
R/W Line
Const Guard Rail-275'
Const Type 1 Fence
Const. Guard Rail-350'
Const. Guard Rail-1100'
100'
135
140
+82
+82
145
150
12'
12'
54°32'45"
73°02'
+60
+07
Const Guard-375'
Const Guard Rail-275'
Const. Guard Rail-1100'
R/W Line
+50
Const Road Connection Lt.& Rt.
Ⓐ
O.W.R.&N.
R.R. R/W
R.R. R/W
(Under Separate Contract)
Const. Railroad O'xing Structure
Roadway Width-30'
139+47.86 P.O.T.=
R.R. 1038+88.35
139+65.70 P.O.T.=
R.R. 1038+78.00
Const. Canal O'xing Structure
Roadway Width-30'
13½'
+60
+82
420.48
+82
+07
410
400
390
380
Limit of Grading Work under this Contract
Stockpile 2000 C.Y. Material on Grade
to complete Bridge End Embankment.
No Work on R.R. R/W to be performed
Under this Contract.
1½:1
2:1
2:1
1½:1
1½:1
1½:1
TOP OF RAILS
382.68
382.69
382.62
382.58
2050' V.C.
FILL
Finish Grade
Subgrade 12' Lt. or Rt. of ℄
FILL
L.O.H. 5800 C-Yd. Sta. S.O.H. 139,110 Yd. Sta.
From Sta. 105+50
Emb. 18,430
Emb. 5,395 (Rd. App.)
Emb. 1137 (Gravel
L.O.H. 16,500 C-Yd Sta. S.O.H. 277,842 Yd. Sta.
From Sta. "D" 277+75
Emb. 2500
Emb. 34,810
L.O.H. 13,500 C-Yd. Sta S.O.H. 235,776
From Sta. 102+00
Emb. 31,237
Emb. 207 (Gravel Blanket
From "B" 262+60
L.O.H. 2400 C-Yd
From Sta "EB" 245+85 L.O.H. 4000 C-Yd. Sta. S.O.H. 38892 Yd. Sta.
From Sta. "A" 100+00 L.O.H. 12,200 C-Yd Sta. S.O.H. 239,574 Yd Sta.
Emb. 35094
Emb. 4395
From Sta. "H" 38+00 L.O.H. 16,700 C-Yd Sta. S.O.H. 186,060 Yd St.
See Sheet 6 (Gravel Blanket)
From Sta. "BR" 14+95 L.O.H 4000 C-Yd Sta. S.O.H. 39474 Yd. Sta.
From Sta. "A" 93+40 L.O.H. 7400 C-Yd. Sta. S.O.H. 71,808 Yd. Sta.
135
140
145

7V-4-1



BOARDMAN JCT.-IRRIGON SECTION
COLUMBIA RIVER HIGHWAY
MORROW COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO. 7
8	OREGON	F-145(10)		TOTAL SHEETS [illegible]

RECEIVED
AUG 30 1961
FOR FILING

[illegible]

5755

August 29, 1961

Oregon State Highway Commission

Gentlemen:

Effective 12 Noon, August 25, 1961, permission was granted for the establishment of a 35-mile-per-hour construction speed zone on the Boardman-Irrigon construction project section of the Columbia River Highway.

Your approval is requested for the establishment of a 35-mile-per-hour construction speed zone on the Columbia River Highway, No. 2, between M.P. 174.0 and M.P. 176.0 in Morrow County.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk me

cc G. S. Paxson
F. B. Crandall

RECEIVED
AUG 30 1961
FOR FILING

I-80N-5([illegible])[illegible]

5955

August 29, 1961

Oregon State Highway Commission

Gentlemen:

Effective 12 Noon, August 25, 1961, permission was granted for the establishment of a 35-mile-per-hour construction speed zone on the Old Oregon Trail on the Boardman-Irrigon construction project.

Your approval is requested for the establishment of a 35-mile-per-hour construction speed zone on the Old Oregon Trail, No. 6, between M.P. 165.7 and M.P. 168.0 in Morrow County.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk me

cc G. S. Paxson
F. B. Crandall

RECEIVED
SEP 15 1961
FOR FILING
I-80N-5(5)166
5944

STATES G ERNMENT

U. S. [illegible]

Memorandum

TO: [illegible], State Highway Engineer
Salem, Oregon

Attention: [illegible] L. Porter

DATE: [illegible]

FROM: C. G. [illegible], Division Engineer
Salem, Oregon

By [illegible]
District Engineer

SUBJECT: Utility Adjustment
Umatilla Electric Cooperative Association
Boardman Jct.-Irrigon Section
Columbia River and Old Oregon Trail Highways
Projects I-80N-5(5)166 and F-145(10)

As requested in your letter of September 5, 1961, we hereby approve the contract method of performing the engineering work required by the subject adjustment. Approval and authorization for the adjustment were given in our letter of June 28, 1961.

[illegible] Porter

RECEIVED
SEP 15 1961
FOR FILING

[illegible]
5956

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

September 14, 1961

R. A. Heintz Const. Co., &
Rogers Const. Inc.,
11760 NE Glisan St.,
Portland 16, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract #5955, awarded August 1, 1961, for grading-paving-structures on the Boardman Jct.-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
SEP 6 1961

FOR FILING

[illegible]

2955

September 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Boardman Jct.-Irrigon Section
Old Ore. Trail & Columbia R. Hwys.
Morrow County
Project Nos. I-80N-5(5)166, and
F-145(10)

Herewith are two copies of the Umatilla Electric Cooperative Association's letter dated August 31, 1961, requesting authorization to contract engineering work necessary in the relocation of utilities on the subject project. This will be in the nature of a continuing contract as Mr. Robert W. Welty is engaged by the Association for relocation work.

Your approval is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
SEP 5 1961
FOR FILING

August 30, 1961

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways in Morrow County, Contract No. 5955, in connection with Federal Aid Project Nos. I-80N-5(5)166, and F-1A5(10).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
JG 29 1961
FOR [illegible]

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 28, 1961

Mr. Lee Bown, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Bown:

Effective 12:00 Noon, August 25, 1961, permission was granted for the establishment of a 35 MPH construction speed zone on the Boardman-Irrigon construction project on the two following highways.

Columbia River Hwy., No. 2 - Between M.P. 174.0
and M.P. 176.0

Old Oregon Trail, No. 6 - Between M.P. 165.7
and M.P. 168.0

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

Original Signed by
By F. B. CRANDALL

F. B. Crandall
Traffic Engineer

NOTED

VPJ:pk
bc: G. S. Paxson

RECEIVED
AUG 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 17 1961
FOR FILING
I- N 5( ),
5955

August 16, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Boardman Junction-Irrigon Section of the Old Oregon Trail & Columbia River Highways in Morrow County, Contract No. 5955, in connection with Federal Aid Project No. I-80N-5(5)166, F-145(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:bm

RECEIVED
JG 16 1961
FOR FILING
[illegible]

5955

August 16, 1961

1163

Mr. Chester Collins, Manager
West Extension Irrigation District
Irrigon, Oregon

Dear Sir:

Reference is made to your recent letter in regard to breaking of an irrigation ditch and the attendant damage.

This irrigation ditch is located west of Irrigon along Highway No. 730.

An investigation discloses that the State Highway Department has no obligation in regard to the maintenance of the irrigation ditches.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. W. C. Williams
Mr. I. A. De France
Mr. A. F. Parson

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1961

SUBJECT: Assignment 1163-PMS
Irrigation Water Damage
Old Oregon Trail Highway
Chester Collins

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
BUILDING

Attached is your Record of Assignment No. 1163 relative to a letter from Chester Collins, Manager of the West Extension Irrigation District, Irrigon, regarding the failure of an irrigation ditch.

We attach a copy of Mr. Smitton's report of his investigation. It appears that the maintenance of the irrigation ditch is not a responsibility of the Highway Department.

IA DeFrance
I. A. DeFrance
Maintenance Engineer

IAD:je:kmt

Enclosure

FORM E-90 [illegible] 3-61 24307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 3, 1961

SUBJECT: Assignment #1163-PMS
Irrigation water damage
Old Oregon Trail Highway
Chester Collins

To:

Mr. John A. Phillips
Assistant Maintenance Engineer
Salem

We have your letter of July 25, 1961, regarding the subject assignment.

Mr. Smitton attempted to contact Mr. Collins, Manager of West Extension Irrigation District. So far he has not been able to do so, but makes a report on the situation, copy attached.

If there is any follow up you wish us to make, will you kindly advise. The sketch referred to in Smitton's letter is attached.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:dj
Encl.

NOTED
L. A. DE FRANCE

FORM E 30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
August 1, 1961

SUBJECT: Irrigation Water Damage -
Boardman - Chester Collins

To:

Mr. A. F. Parson
Division Engineer
La Grande, Oregon

Investigated the circumstances outlined in letter from Mr. Chester Collins, Manager of West Extension Irrigation District, Irrigon, and letter from Mr. John Phillips dated July 25, 1961.

Mr. Collins was not in when I called and have been unable to talk with him by telephone. Left a note in his office advising him that as far as I knew, we do not have a maintenance agreement on the irrigation installation he refers to and asked him if he had any record of such an agreement. I am sure we do not have any obligation.

An inspection of the site and conversation I had with men working in the watermelon patch, which was damaged, discloses this is what happened: See sketch.

Joe Tatone, Mayor of Boardman, who has a field North of Highway 730, turned water out of feed canal to run water to his field and apparently did not check the trash rack, which was covered with weeds, limbs, etc. Water backed up and came down contour ditch around sandy hillside in more volume than it could carry. It broke and water washed down hillside to corner of watermelon patch owned by Buster Rands, ex-mayor and present J.P. of Boardman. Only a small part of the two-acre patch was covered with sand, and even there they seem to be doing as well as the rest, which isn't good as the soil is so poor nothing will grow.

We installed the trash rack, concrete boxes, etc., when we relocated the 730 connection between Messner crossing and the Old Oregon Trail in 1953. Since that time we have had one washout caused by trash rack being dammed up, washing out our cut slope. Mr. Collins has never talked to me personally about it, but the Section Foreman has reported that he has told them it was their job to keep the trash rack clean. I have instructed that they leave it alone, now and in the past.

In order to be sure this trash rack would be clean, we would have to have someone there all the time. Ranchers up the feed canal clean out their ditches and everything floats down and could lodge in bunches on the rack.

Will be happy when this section is abandoned by reason of relocation of Highway 730 between Irrigon and Old Oregon Trail, now under contract.

Would say watermelon damage is negligible as one of Rand's field hands stated: "This patch isn't worth planting, the soil is too poor."

Smitton
L. C. Smitton
District Maintenance Supt.

LCS:db
Encl.

Form E-106—5M—8-48—24546

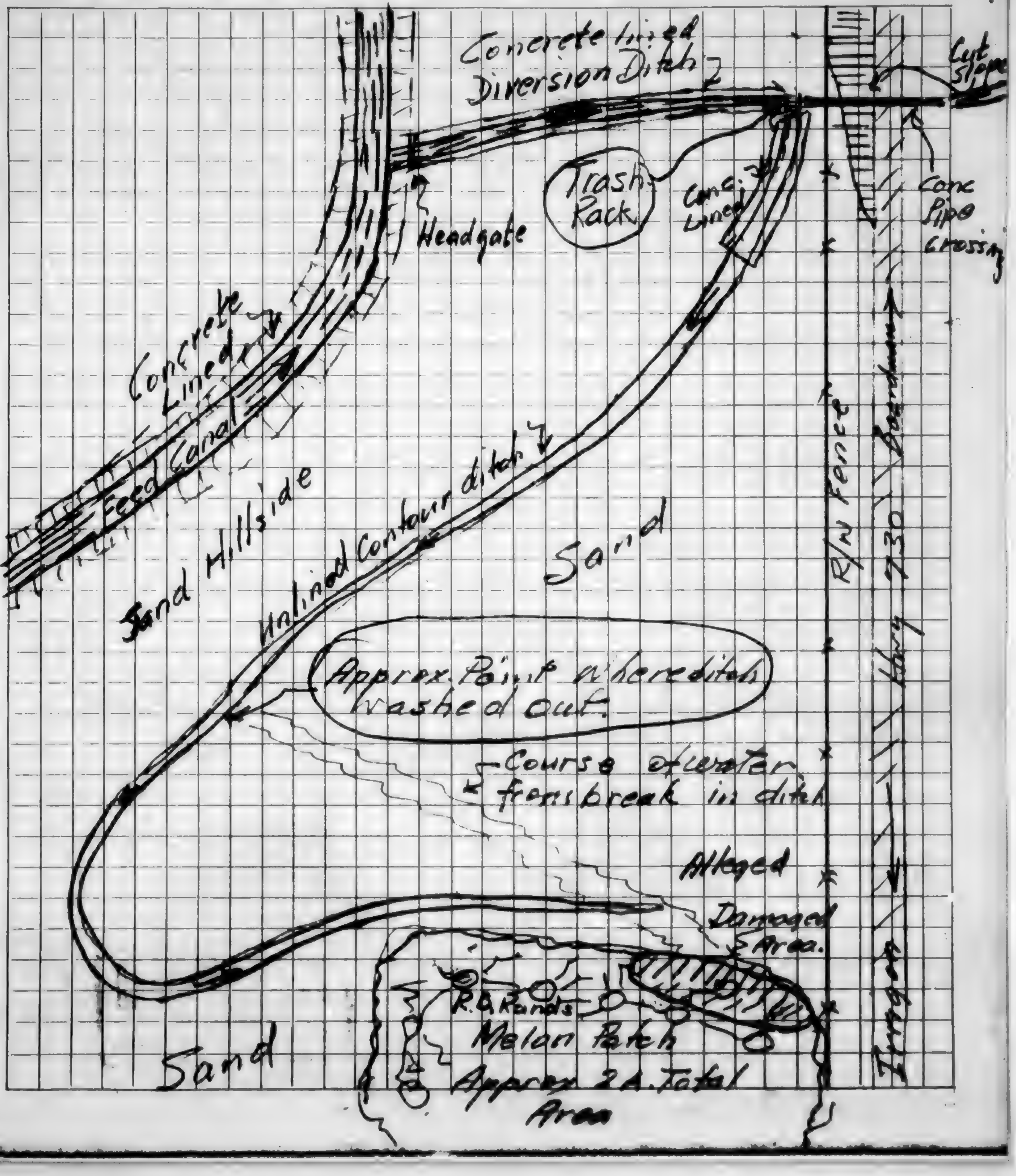
Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY COMMISSION

Calculations for ....

Made by ...., 19....... Checked by ...., 19....... Backchecked by ...., 19.......


Concrete lined Diversion Ditch
Cut Slope
Headgate
Trash Rack
Conc. Lined
Conc Pipe Crossing
Concrete Lined Feed Canal
Sand Hillside
Unlined Contour ditch
Sand
R/W Fence
Boardman
Hwy 730
Irrigon
Approx. Point where ditch washed out.
Course of water from break in ditch
Alleged Damaged Area.
R.A. Rands Melon Patch Approx 2 A. Total Area
Sand

WEST EXTENSION IRRIGATION DISTRICT
IRRIGON, OREGON

REFERRED TO
Stephenson
Highway Engineer

REFERRED TO
State Hwy Engr

State Highway Comm.

Dear sirs I dont know just who to address this letter to will you give it to the right person
the subject some damage caused from irrigation water
at the time of the mishap the water was going in pipe line under highway 730 and it seems xxxthx astho the screens at the head of pipeline had got trash on and xx caused the water to raise enough to run over on another place and causing a ditch to break and causing a wash
the Irrigation Dist. hired a Dozer to make the xxxxx repairs, as there is several Acres of Water melons that couldent get water until the ditch was repaired
The place is East of Boardman about 600 Feet East of the 30 and 730 Junction
I am not going to send the repair bill at this time
Hoping to hear from some one soon

RECEIVED
JUL 20 1961
OREGON
STATE HIGHWAY COMMISSION

Chester Collins
Mgr.
West Extention Irr. Dist.
Irrigon Oregon

RECEIVED
JG 2 1961
FOR FILING

[illegible]

[illegible]

August 2, 1961

Mr. Rex M. Whitton
Federal Highway Administrator
U. S. Bureau of Public Roads
1717 H Street N. W.
Washington 25, D. C.

Dear Mr. Whitton:

Thank you for the assistance that you gave us in connection with the relocation of Highway US730 in Oregon between Boardman and Irrigon (my letter to you dated July 5).

As a result of the authorization to the local Bureau people contained in your letter of July 13, I am happy to report that we have been able to quickly resolve the matter of payments by the Corps of Engineers and award the contract. Please accept my sincere thanks.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc C. G. Polk
Forrest Cooper

RECEIVED
AUG 3 1961
FOR FILING

UNITED ST ES GOVERNMENT

Memorandum

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5955

DATE: August 1, 1961

FROM : C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

By: DMEmrich
D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon Project F-145(10)

As requested in Mr. Porter's June 27, 1961 and August 1, 1961 letters advising that all rights-of-entry have been acquired and accepting the method of handling the Corps of Engineers contribution outlined in our July 31, 1961 memorandum for Oregon Project F-145(10), Boardman Junction-Irrigon Section of the Columbia River Highway, we hereby concur, as of this date, in award of Contract No., 5955 to R. A. Heintz Construction Co. & Roger's Construction Co., of Portland, Oregon, low bidders in the total amount of $1,139,675.25 for this project and Project I-80N-5(5)166 at the June 27, 1961 bid opening.

NOTED
FORREST COOPER

RECEIVED
AUG 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 1961

FOR FILING

5955

COMMISSIONERS
M. K. [illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 3, 1961

NOTE
W. C. WILLIAMS

District Engineer
Corps of Engineers
Building 602
City-County Airport
Walla Walla, Washington

Dear Sirs:

Enclosed herewith two prints of detail map on Boardman Relocation of Highway I30-N, and profiles of interchange legs. Coordinates for alignment of the interchange have not been computed and are not available at this time.

This data is being transmitted per telephone request from Mr. Weidman.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

GCW:jk

Attachment

CC: W. C. Williams

RECEIVED
AUG 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1961

FOR FILING

5955

August 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: Oregon Projects F-145(10),
F-145(11) Boardman-Irrigon Section.

Dear Sir:

This will acknowledge receipt of your letter of July 31, 1961, in which you proposed a method of handling the Corps of Engineers contribution. The procedure that you have described is satisfactory to this department. If we may have your concurrence, the contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bm

RECEIVED
JG 1 1961
FOR FILING

UNITED STATES VERNMENT

Memorandum

U.S. ARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 31, 1961

G G Polk

FROM : G. G. Polk, Division Engineer
08-35.3 Salem, Oregon

SUBJECT: Oregon Projects F-145(10), F-145(11), Corps of Engineers' Contribution

Administrator Whitton's July 13, 1961 letter to you indicated that the details relative to the determination of the comparative cost estimates and the appropriate amounts which should be contributed by the Corps of Engineers under the differing requirements with, and without, the treaty with Canada for the subject projects, should be worked out to the mutual satisfaction of your department and Regional Engineer, B. M. French.

We have proposed a simplified method to handle the contribution which now has the concurrence of our Regional office. Procedures are outlined in the subsequent paragraphs.

Your agreement estimate for Project F-145(10) should include a Corps of Engineers' contribution of $368,076. This amount is obtained by subtracting the right-of-way contribution of $4,767 and the $35,000 contribution included in the agreement estimate for Project F-145(11) from the total possible contribution of $407,843 based on a Columbia River discharge rate of 1,050,000 cfs. Since you obtained right-of-way on a non-participating basis, the contribution therefor may be omitted in the determination of the total estimated cost on which we may participate.

Though the $35,000 contribution which you included in the agreement estimate for Project F-145(11) may be slightly greater than should be assigned to that project for the 1,050,000 cfs discharge rate, any adjustment in the total estimated cost for determination of our participation due to ratification of the joint United States-Canadian treaty for development of Columbia River resources can be made in the agreement estimate for Project F-145(10). Such an adjustment also will include "Area 1" between approximate Stations 95+30 to 133+50 in both projects even though the lowest elevation of the grade line being constructed through "Area 1" is adequate to accommodate the 1,050,000 cfs discharge rate.

[illegible]

Our agreement for Project F-145(10) will set forth the additional provision under paragraph 8:

> Federal funds may be increased by the pro-rata share of $122,784 in the event that joint United States - Canadian treaty for development of Columbia River resources is ratified prior to May 26, 1966 in accordance with Corps of Engineer contract DA-45-164-CIVENG-61-265.

NOTED
[illegible] COOPER

(more)

The above provision is intended to hold Project F-145(10) open for five years after the date of your contract with the Corps of Engineers and would provide for increased Federal-aid primary highway funds if you obtain only the contribution for a Columbia River discharge rate of 720,000 cfs.

Prior to the execution of the project agreement for Project F-145(10), you should furnish this office with three conformed copies of your May 26, 1961 contract with the Corps of Engineers along with plans and detailed estimates for the determination of their contribution.

Our letter of concurrence in the award of contract for Project F-145(10) will be issued as soon as you advise that the procedures discussed herein are satisfactory.

RECEIVED
JUL 31 1961
Office of
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1961
FORM E-20X 20M 7-60 29396
FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1961

SUBJECT: Assignment #1163-PMS
Complaint re: Damage by
Irrigation Water
600' East of Jct. US 30 & US 730
Boardman
Chester Collins

To:

[illegible]

Mr. A. F. Parson
Division Engineer
La Grande, Oregon

Attached is a copy of a letter from Mr. Chester Collins, Manager, West Extension Irrigation District, Irrigon, Oregon, complaining of damage caused by irrigation water East of Boardman and about 600 feet east of the junction of U.S. 30 with U.S. 730.

Please investigate this complaint, take indicated action, if any, contact Mr. Collins if possible, and favor us with a report and recommendation at your early convenience.

ORIGINAL SIGNED BY J. A. PHILLIPS

John A. Phillips
Assistant Maintenance Engineer

JAP:jro
Encl.

cc: P. M. Stephenson ✓
L. C. Smitton

NOTED
P. M. STEPHENSON

RECEIVED
JUL 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1961
FOR FILING

FORM CD-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

I-80N-5(5)166

DATE: July 17, 1961

FROM : G. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Boardman [illegible]

SUBJECT: Oregon Projects I-80N-5(5)166 and F-145(10)
Boardman Jct.-Irrigon Section of the Columbia River and
Old Oregon Trail Highways

Commenting on the agreement covering adjustment of Umatilla Electric Cooperative Association facilities, which we approved on June 28, 1961, our Regional office mentioned that the accompanying sketch is very good in that it clearly shows the work to be done. We urge that you insist on such plans with all utility agreements.

As pointed out by the Regional office, utility agreements should make it clear whether reimbursement for the adjustments will be on the basis of actual cost or of an estimated total cost. Policy and Procedure Memorandum 30-4 provides the alternative. We are attaching one copy each of two variations of a short form agreement which Idaho has found to be adequate.

Attachments (2 agreements)

RECEIVED
JUL 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
AUG 1 1961
FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D.C.

JUL 1 3 1961

IN REPLY REFER TO:
22-10

Mr. W. C. Williams
State Highway Engineer
State Highway Building, Room 134
Salem, Oregon

Dear Mr. Williams:

Receipt is acknowledged of your July 5, 1961, letter and supplementing telegram of July 7 concerning the unusual circumstances relative to the replacement of a section of U.S. 730 which will be necessitated due to the dam and reservoir project being constructed by the Corps of Engineers on the Columbia River near Rufus, Oregon. You advise that the situation here is complicated by a pending International Columbia River Water Resources Treaty with the Dominion of Canada which would result in a reduction of the flood stage of the Columbia River if the treaty is consummated and a proposed dam is constructed under the provisions of this treaty in northern Washington.

Since the outcome of the treaty with Canada will affect the ultimate elevation required for the replacement of the affected section of U.S. 730, and accordingly the amount of the contribution required of the Corps of Engineers, you suggest that the State and Public Roads enter into a project agreement on the basis that the State will receive the larger amount from the Corps of Engineers. However, you propose that the project be held open for an additional period of time up to five years if necessary to determine what the actual contribution by the Corps of Engineers should be. We note the State has already opened bids and wishes to proceed with the construction of the replacement section of U.S. 730.

We have discussed your suggestion by telephone with Regional Engineer B. M. French and we are in agreement in principle to this suggestion. Of course, the details relative to determination of the comparative cost estimates and the appropriate amounts which should be contributed by the Corps of Engineers under the differing requirements with, and without, the treaty with Canada, are to be worked out to the mutual satisfaction of his office and yours.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

/ Porter
Edw

RECEIVED
JUL 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1961
FOR FILING

I-80N-5-(5)
1
1-5-9

NOTED
W. C. WILLIAMS

[redacted]
OPR ZG 9060 CALLING PD 35
OK
THIS PD 35 GA PLS

OREGON STATE HIGHWAY DEPARTMENT, SALEM MESG. NO. 23 7-7-61

PLEASE RELAY THE FOLLOWING MESSAGE TO WASHINGTON, D. C.

MR. REX M. WHITTON
FEDERAL HIGHWAY ADMINISTRATOR
U. S. BUREAU OF PUBLIC ROADS
WASHINGTON 25, D. C.

IN MY LETTER TO YOU JULY 5 RELATIVE DIFFERENCE IN PAYMENT BY REASON POOL ELEVATION IF DAM BUILT ON UPPER COLUMBIA AND REPLACEMENT IN KIN OF HIGHWAY US 730, FIGURES SHOULD BE CORRECTED AS FOLLOWS-- $123,883 SHOULD READ $283,960, FIGURE $283,960 AS IN LETTER SHOULD READ $407,843, DIFFERENCE BEING $123,883.

W. C. WLLIAMS
OREGON STATE HIGHWAY ENGINEER

END ZG 9060 JRE
PLS ACK
IS SG WILLIAMS
YES
R NO 23
END

RECEIVED
JUL 6 1961
FOR FILING
I-80N-5(5)166

July 5, 1961

AIRMAIL

Mr. Rex M. Whitton
Federal Highway Administrator
U. S. Bureau of Public Roads
1717 H Street N. W.
Washington 25, D. C.

Dear Mr. Whitton:

A unique situation has arisen in Oregon which is beyond the scope of the local Bureau of Public Roads personnel; therefore, in order to expedite the matter, I am writing directly to you but am keeping the local Bureau people informed.

The Corps of Engineers is constructing a dam on the Columbia River near the small town of Rufus. This backs water up the river approximately to the town of Umatilla. The raising of the pool back of this dam makes it necessary to relocate several highways, among them Highway 730, between the towns of Boardman and Irrigon. Other sections are also involved but are not pertinent to the matter at hand.

We have negotiated with the Corps of Engineers regarding replacement of this road, and it is in this negotiation that we have run into the unusual condition which I wish to call to your attention.

The logical place for the replacement of the road is at a point several miles distant from the existing location and on ground that is well above any possible flood plane of the Columbia River, even after the dam is in operation; therefore, the new location of the road is not particularly pertinent. In our negotiation with the Corps of Engineers, our attention was called to an impending treaty with Canada. The result of this treaty; namely, the International Columbia River Water Resources Treaty, if approved by all necessary parties, would be the construction of a dam in northern Washington which would back water up into Canada and which would reduce the flood stage of the Columbia River from 1,050,000 c.f.s. to 720,000 c.f.s. This, of course, introduces two elevations for the water surface of the pool, which, in turn, affects the amount that the Corps of Engineers would pay for replacement in kind of Highway 730. If the lower pool prevails, it has been determined that the Corps would owe $123,883. If the high pool is to prevail, the Corps would owe $283,960. An agreement has been reached with the Corps to make payments described above on the following basis: Initially the Corps would pay the lesser amount ($123,883), assuming that the treaty would be signed. If, on the other hand, the treaty was not signed in the five-year period from the date of the agreement, then the Corps would agree to reimburse the State for the larger amount ($283,960).

This has been a difficult situation to work out, all of which has been complicated by the unknown factor involving the treaty between the United States and Canada.

The local Bureau of Public Roads people feel that they can only enter into an agreement on the basis that the State is going to collect the larger amount from the Corps of Engineers. The Corps, in turn, states that it will only pay the lesser amount at this time and will only pay the larger amount if the treaty is not ratified in five years. This puts the State in the embarrassing position of having to underwrite the difference between these two figures, or the sum of $160,077.

It would seem that a fair and equitable solution to this matter would be for the Bureau of Public Roads to hold this project open for an additional period of time necessary to determine what the actual collection from the Corps of Engineers will be and participate on that basis. The State of Oregon is quite willing to carry the subsidy until a final determination is made but is not in a position to put $160,000 of State funds into the project on a permanent basis.

The purpose of this letter is to ask that the Bureau of Public Roads extend the time that the project may be kept open in order to accomplish this, or, in lieu of this, to find some other solution which will allow Federal participation on the basis of actual Federal-State costs. This is a difficult thing to explain by letter, but I hope that I have made the situation clear. I doubt that we have ever had a situation before that has involved a treaty with a foreign country. At least, the local Bureau of Public Roads people are without precedent and have no authority to establish a working arrangement as outlined in this letter. It is imperative that we get on with the work, as the dam is now under construction and the pool must be raised in the next two or three years. Any help that you can give us in this matter will be appreciated. Speed is of the essence, as we have opened bids and wish to proceed. I would appreciate a telephone call regarding this.

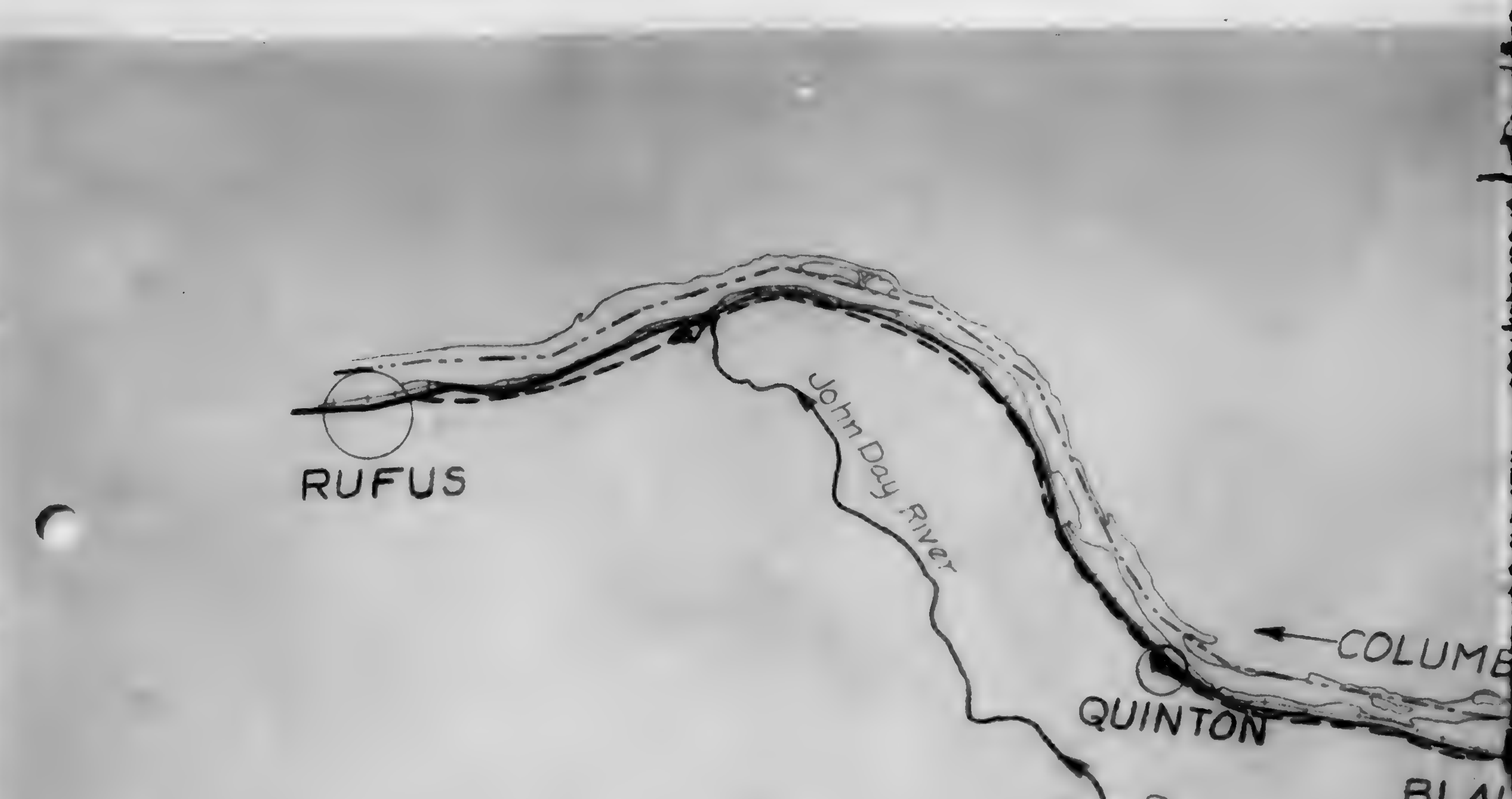
I am attaching a small map on which I have delineated the geographic features referred to herein.

Very truly yours,

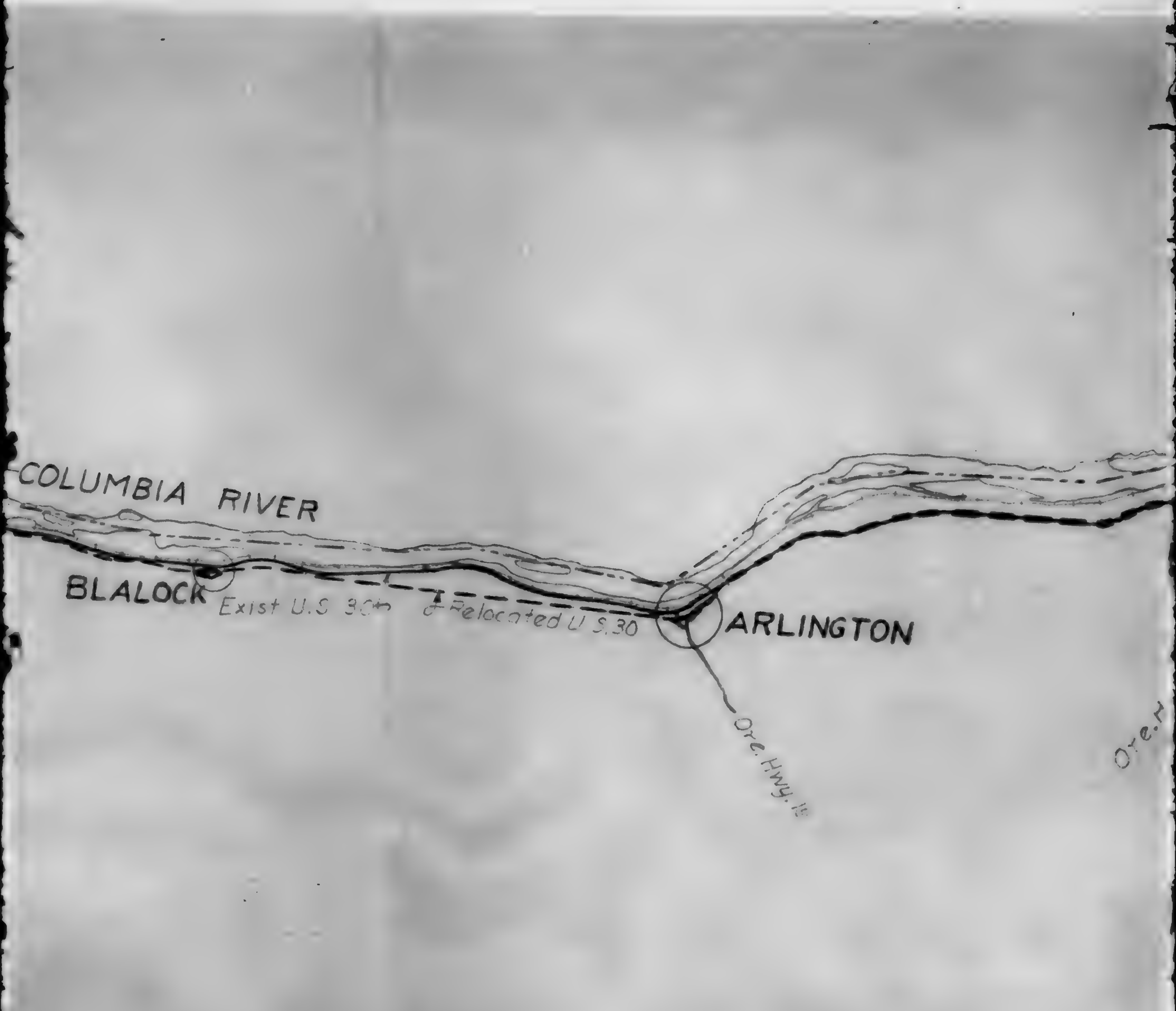
W. C. Williams
State Highway Engineer

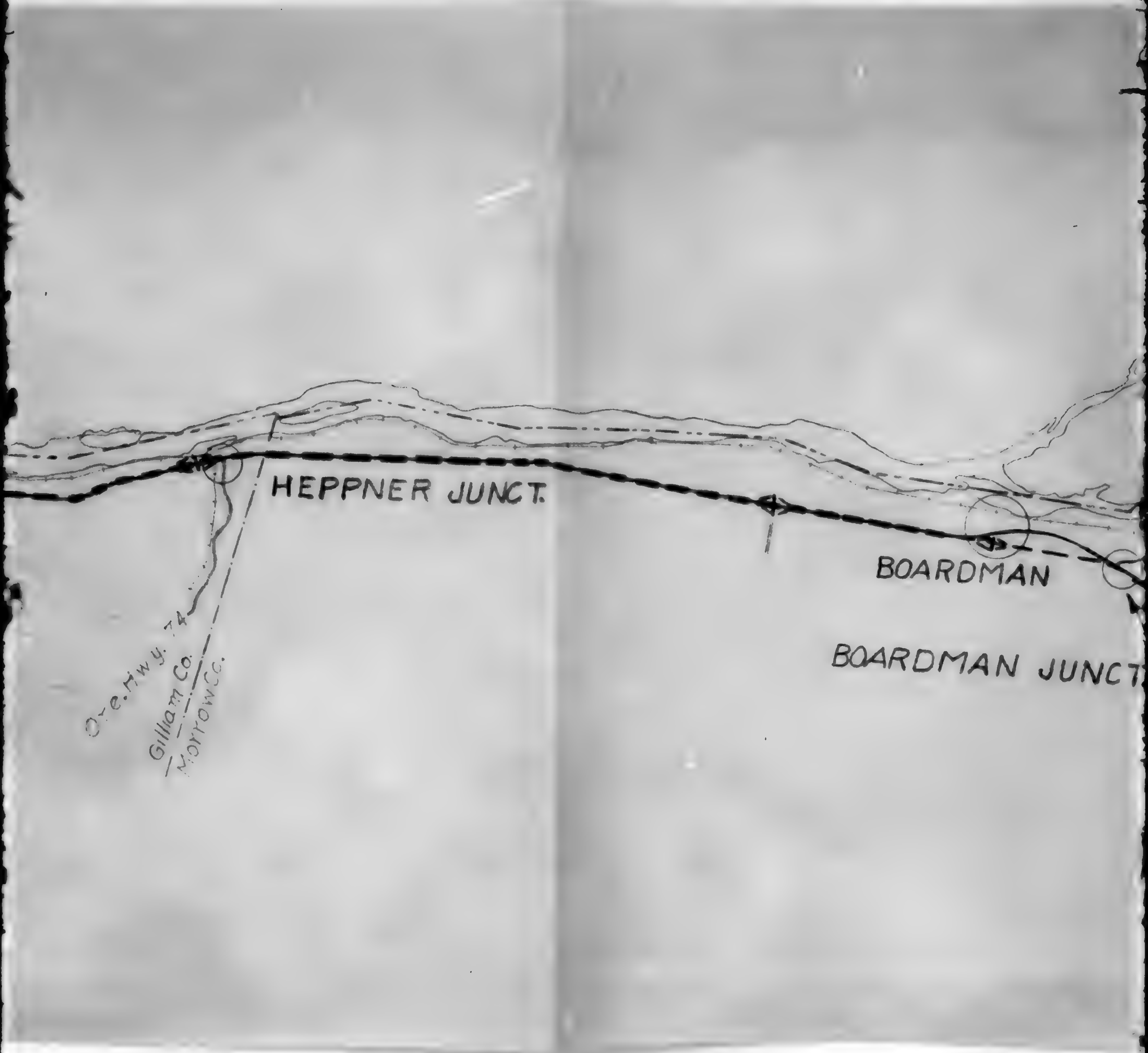
FC:fn me
Enclosure

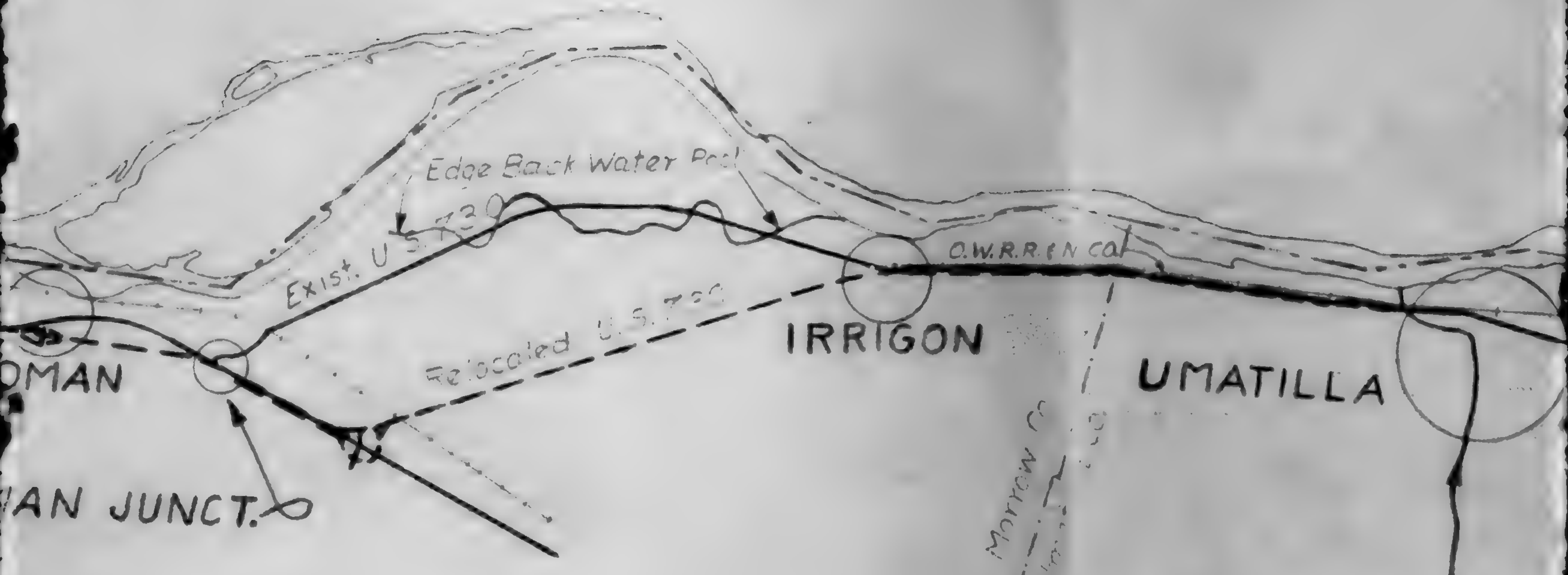
cc C. G. Polk Forrest Cooper Tom Edwards

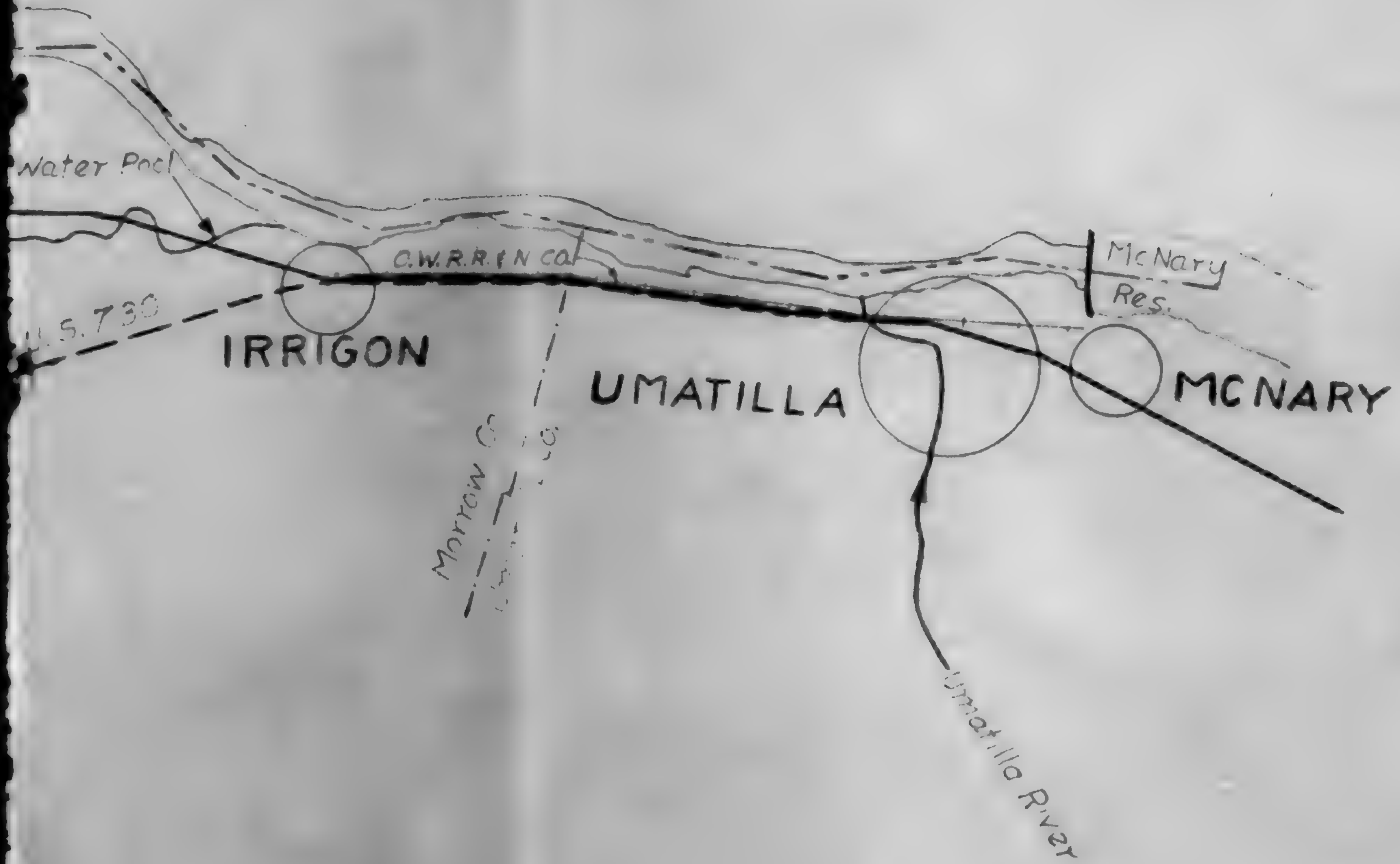


OREGON STATE HIGHWAY DEPTMENT
RUFUS - UMATILLA SECTION
COLUMBIA RIVER HIGHWAY
SHERMAN, GILLIAM, MORROW & UMATILLA COUNTIES
SCALE 1" = 2 MILES


COLUMBIA RIVER
BLALOCK
Exist U.S. 30
& Relocated U.S. 30
ARLINGTON
Ore. Hwy. 19
Ore. H


HEPPNER JUNCT.
BOARDMAN
BOARDMAN JUNCT
Ore. Hwy. 74
Gilliam Co.
Morrow Co.


Edge Back Water Pool
Exist. U.S. 730
Relocated U.S. 730
O.W.R.R.&N. Co.
IRRIGON
UMATILLA
OMAN
IAN JUNCT.
Morrow Co.
Umatilla Co.
Umatilla


Water Pool
O.W.R.R.& N. Co.
McNary Res.
U.S. 730
IRRIGON
UMATILLA
MCNARY
Morrow Co.
Co.
Umatilla River

RECEIVED
JUL 13 1961

FOR FILING

Teletype message to:

Salem, Oregon
July 7, 1961

Mr. Rex M. Whitton
Federal Highway Administrator
U. S. Bureau of Public Roads
Washington 25, D. C.

In my letter to you July 5 relative difference in payment by reason of pool elevation if dam built on Upper Columbia and replacement in kind of Highway US730, figures should be corrected as follows: $123,883 should read $283,960; figure $283,960 as in letter should read $407,843; difference being $123,883.

W. C. Williams
Oregon State Highway Engineer

WCW:me

cc C. G. Polk
Forrest Cooper
Tom Edwards

RECEIVED
JUL 6 1961

FOR FILING

I-80N-5(5)166

5595

July 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Boardman Junction Irrigon Section
Columbia River & Old Oregon Trail Highways
Sherman County
Projects I-80N-5(5)166, F-145(10)

Herewith are two conformed copies of the agreement between the State and City of Irrigon in connection with construction of the subject project.

No city utilities are involved in this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bm

RECEIVED
1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH D. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 3, 1961

Umatilla Electric Co-operative Association
P. O. Box 1025
Hermiston, Oregon

Power Line Adjustment
Boardman-Irrigon Section
Columbia River and
Old Oregon Trail Highways
Morrow County

Attention Mr. R. L. Wooley

Gentlemen:

Your estimate and plan of work for the adjustment of your facilities on the above-named project has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of June 19, 1961. Reimbursement for work done subsequent to this date will be made under the terms of PPM 30-4.

Approval is also contingent upon the pole near Station 85 being placed outside of the frontage road on the south side as indicated in green pencil on the sketch.

Very truly yours,

Tom Edwards
Construction Engineer

By C Baker

C. H. Baker
Asst. Field Construction Engineer

FS:jw

cc Forrest Cooper ✓
C. G. Polk
R. L. Porter
C. H. Maison
A. F. Parson
C. C. McKinney

RECEIVED
1961
ENGINEER

RECEIVED
JUN 30 1961
FOR FILING

I-80N-5(1) [illegible]

FORM CD-121
(11-23-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: June 30, 1961

C. G. Polk

FROM : C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

SUBJECT: Projects F-145(10) and F-145(11), Boardman-Irrigon

It has been brought to my attention that there may be some misunderstanding of my letter dated June 27 and subsequent telephone conversations regarding Army contributions and Federal-aid participation on the subject projects.

The project agreement estimates must show Army participating costs based on non-ratification of the U.S.-Canadian treaty. However, (and I believe this is the point of misunderstanding) should the treaty be ratified prior to completion of the project, it would be in order for you to request a modification of the project agreement with a revised estimate supporting the lower Army participating costs and a pro rata increase in Federal-aid funds.

I trust this further explanation will clear up any misunderstanding you may have of our previously stated policy.

RECEIVED
[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 30 1961
FOR FILES

I-80N-5(5)166

[illegible]

FORM CD-121
(9-22-59)

UNITED ST[illegible]ES GOVERNMENT

Memorandum

[illegible]S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: June 28, 1961

FROM : C. G. Polk, Division Engineer
Salem, Oregon

08-35.5

By: D M Emrich
D. M. Emrich, District Engineer
Salem, Oregon

SUBJECT: Utility Adjustment, Umatilla Electric Cooperative Association
Boardman Jct. - Irrigon Section, Columbia River and Old Oregon Trail
Highway, Project I-80N-5(5)166 and Project F-145(10)

We hereby approve the agreement evidenced by the exchange of letters dated June 12, 1961 and April 28, 1961 between the State and the Utility Company.

Authorization to proceed with the work is granted as of June 19, 1961. Approval is subject to the provisions of PPM 30-4.

Approval is also contingent upon the pole near Station 85 being placed outside of the frontage road as indicated in green pencil on the sketch.

[illegible]
Porter

RECEIVED
JUN 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1961

FOR FILING

I 80N-5( ) [illegible]

55 95

June 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for the following contract:

1. Boardman Junction-Irrigon Section, Project No. F-145(10); Grading, Paving and Structure.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

RECEIVED
JUN 28 1961
FOR FILING
I-80N-5(5) [illegible]
(55-75

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: June 27, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Projects I-80N-5(5)166, Boardman Interchange Section, and F-145(10), Boardman Junction-Irrigon Section

Boardman
Irrigon

Our letter concurring in award of the two above projects will include the following statement:

> "Our concurrence in award of this contract is with the understanding that the project agreement estimate will reflect the higher contribution from the Corps of Engineers by reason of non-ratification of the pending U.S.-Canadian agreement relating to Columbia River resources development."

Porter
cdw.

RECEIVED
JUN 27 1961
FOR FILING

I-80N-5 [illegible]

1 8755

Spec

June 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of Order No. 37875 issued by the Public Utility Commissioner, under the date of June 1, 1961, relative to the UPRR Overcrossing (Boardman), Project No. FG-145(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

RECEIVED
JUN 27 1961
FOR FILING
[illegible]

[illegible]

Salem, Oregon
June 26, 1961

Mr. Ivan D. Merchant

We have recently reached agreement with the Union Pacific Railroad Company covering the overcrossing of their track on the Boardman Junction-Irrigon Section of the Columbia River Highway in Morrow County.

The agreement has not as yet been signed by the Railroad Company, but I am attaching two copies for your use which will give you all the information necessary.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:as

cc to: Mr. A. F. Parson

Pux 408

THIS AGREEMENT made this day of 1961, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), parties of the first part, and the STATE OF OREGON, by and through its State Highway Commission (hereinafter called "State"), party of the second part,

WITNESSETH:

RECITALS:

1. The State is improving and relocating a portion of Columbia River Highway (hereinafter called "highway") between Boardman and Irrigon in Morrow County, Oregon. Said highway as relocated will cross the Railroads' main line, above grade, in the location hereinafter described.

2. The State intends to finance said project (including crossing) with federal funds under the Federal-Aid Highway Act (hereinafter called "Federal Act") and the rules and regulations promulgated by federal authority thereunder (hereinafter collectively called "Federal Regulations").

3. In conformity with Oregon law the State has applied to the Public Utility Commissioner of Oregon and said Commissioner has granted by his Order No. 37823 dated May 3, 1961, authority for construction of said overcrossing, subject to the terms, provisions and conditions stated in said order, which said order designates said crossing as No. 2A-169.24-A. Said Order No. 37823 was amended by said Commissioner's Order No. 37875 dated June 1, 1961, and all references in this agreement to said Order No. 37823 shall and do include said amendment.

4. The State has requested the Railroads to grant easements as hereinafter described, and the Railroads are willing to grant said easements upon and subject to the terms, provisions and conditions hereinafter stated. This agreement is made pursuant to ORS 366.335 for the purpose of granting to the State the easements hereinafter described and for the purpose of providing for the construction and maintenance of said highway (including crossing) and related matters.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. EASEMENTS GRANTED.

(a) So far as they lawfully may do so, the Railroads hereby grant to the State, subject to each and all of the terms, provisions, conditions, covenants, reservations and exceptions contained in this agreement, easements:

> First. To construct and thereafter maintain, repair, renew and use said highway as a state public highway upon, across and above the grade of the Railroads' main line, upon and within that certain property of the Railroads in the County of Morrow, State of Oregon, described as follows:
>
> A strip of land 50 feet wide situate in the SE$\frac{1}{4}$ of Section 7, Township 4 North, Range 26 East of the Willamette Meridian, in Morrow County, Oregon, being all that part of the 100-foot right of way of Oregon-Washington Railroad & Navigation Company that lies between lines parallel with and 25 feet distant, measured at right angles, on each side of the center line of relocated Columbia River Highway of the State of Oregon as now surveyed and located, said center line of highway being a straight line that forms an angle of 54° 32' 45" from the southeast to northeast with the center line of the main track of said railroad company as now constructed and operated at Railroad Survey Station 1038+78, which is a point thereon that is 3262 feet, more or less, distant easterly from the west line of said Section 7, measured along said center line of main track.
>
> The above-described real property is represented by outline of yellow color on Drawing No. 81474 dated Jan. 9, 1961, hereto attached, marked "Exhibit A" and by this reference made part of this agreement.
>
> Second. To construct and thereafter maintain, repair, renew and use slopes of said highway on those parts of the Railroads' property in the SE$\frac{1}{4}$ of said Section 7, Township 4 North, Range 26 East of Willamette Meridian, in said county, which are represented by green color on said map Exhibit A.

(b) The Railroads grant the State only easements for the purposes aforesaid and no other or greater estate. Said easements are granted only in so far as the Railroads lawfully may grant the same, and the Railroads make no covenant or warranty of title, for quiet possession or against encumbrances. Said easements include only the Railroads' property described or identified in paragraph (a) of this section and no other property, and the State shall not encroach upon, occupy or use any other property of the Railroads.

(c) The State's right to use the railroad property described or identified in paragraph (a) of this section is limited strictly to the purposes described in this agreement; and the State shall not use or permit use of said property or any part thereof for any other purposes, except use by the Railroads and by others heretofore or hereafter admitted by the Railroads to the use thereof. Without limiting the foregoing, the State shall not use or permit use of said property or any part thereof (except by the Railroads and by others heretofore or hereafter admitted by the Railroads to the use thereof) for railroad purposes, or for gas, oil or gasoline pipe lines. Any lines constructed on the Railroads' property by or under authority of the State for the purpose of conveying electric power shall be constructed in accordance with specifications and requirements of the Railroads, and in such manner as not adversely to affect communication or signal lines of the Railroads or their licensees now or hereafter located upon said property. No non-party shall be admitted by the State to use or occupy any part of the Railroads' property without the Railroads' consent, nor unless such non-party shall make a satisfactory written agreement with the Railroads therefor. Nothing herein shall obligate the Railroads to give such consent.

(d) The easements hereby granted are subject to any and all encumbrances and rights (whether public or private), irrespective of whether or not they are recorded, existing at the time of granting said easements, and also to any and all extensions and renewals of said existing encumbrances and rights. The State shall not damage, destroy or interfere with the property or rights of non-parties in, upon or relating to the railroad property described or identified in paragraph (a) of this section, unless the State at its own expense settles with and obtains release from such non-party or parties on mutually satisfactory terms.

(e) The Railroads' property described or identified in paragraph (a) of this section shall be used by the State only for the purposes aforesaid and not otherwise, and if at any time said property of the Railroads, or any part thereof, shall permanently cease to be used for the purposes aforesaid or shall be used for purposes unauthorized hereby, then the easements hereby granted as to such property or parts thereof shall cease and terminate.

(f) The Railroads reserve the right to use said railroad property for any and all purposes not inconsistent with the easements hereby granted, including, but not by way of limitation, the right to construct, reconstruct, maintain, operate, repair, alter, renew and replace existing tracks, facilities and appurtenances and additional tracks, facilities and appurtenances, located or to be located either wholly or partly within said property; in such manner, however, as not to damage the highway facilities located on said property.

(g) The State will assume, bear and pay all taxes and assessments of whatsoever kind or nature (whether general, local or special) levied or assessed upon or against the railroad property described or identified in paragraph (a) of this section, excepting taxes levied upon and against said property as a component part of the Railroads' operating property in the State of Oregon as a whole.

(h) If any property or rights other than the easements hereby granted are necessary for the construction, maintenance and use of the highway and its appurtenances, or for the performance of any work contemplated by this agreement, the State will acquire all such other property and rights at its own expense and without expense to the Railroads.

Section 2. CONSTRUCTION WORK.

(a) The State at its own expense will apply for and obtain all public authority required by law, ordinance, rule or regulation, for the project contemplated by this agreement and each and every part thereof, and will furnish the Railroads upon request with satisfactory evidence that such authority has been obtained.

(b) Said highway shall cross over the Railroads' right-of-way and tracks, above the grade thereof, upon and by means of a viaduct in the location described in Section 1 of this agreement and indicated by yellow outline on map Exhibit A.

(c) The State, at its own expense and without expense to the Railroads, will furnish all labor, material and equipment necessary for and shall and will construct and complete said highway, viaduct and all appurtenances, including necessary and proper drainage facilities and necessary and proper guard rails or barriers between the highway and the railroad tracks, which guard rails or barriers shall be of suitable design and size adequate to confine highway traffic. Upon completion of the work, the State will remove from the Railroads' property all temporary structures and falsework and leave said property in condition satisfactory to the Railroads.

(d) All construction work of the State shall be performed in accordance with the Federal Act and Federal Regulations, said Order No. 37823 and this agreement; and the construction of the highway, viaduct and all appurtenances, upon the Railroads' property shall be performed and completed in a manner satisfactory to the Chief Engineer of the Railroads or his authorized representative and in accordance with detailed plans and specifications prepared by and at the expense of the State and approved in writing by the Railroads' Chief Engineer.

(e) All construction work of the State shall be performed diligently and completed within a reasonable time and in any event within two (2) years from the effective date of this agreement, unless completion within said period is prevented by causes beyond control of the State. No part of said work shall be suspended, discontinued or unduly delayed without the Railroads' written consent and subject to such reasonable conditions as the Railroads may specify. It is understood that the Railroads' tracks at and in the vicinity of the work will be in constant or frequent use during progress of the work, and that movement or stoppage of trains, engines or cars may cause delays in the work of the State and its contractors. The State, for itself and its contractors, hereby assumes the risk of any and all such delays and agrees that no claims for damage shall be made against the Railroads because thereof.

(f) The Railroads may make any and all changes, alterations or relocations whether temporary or permanent, which in their judgment may be or become necessary or expedient because of said project, and the State will reimburse the Railroads for the expense of so doing, as hereinafter provided. The Railroads (subject to such reimbursement) shall and will perform the following work and furnish the labor, material and equipment necessary therefor:

First. Temporary and permanent rearrangement of signal and communication lines.

Second. Rearrangement of railroad right-of-way fences.

Third. Installation of inner track guard rail.

> Fourth. Furnishing such engineering, inspection, watchman and flagman service as in the opinion of the Railroads may be necessary to protect their property and operations.
>
> Fifth. Furnishing such other protective devices (including but not limited to crossing signals, indicators, telltales, lights and telephones) as in the opinion of the Railroads may be necessary to protect their property and operations.

Attached hereto, marked "Exhibit B" and by this reference made part of this agreement, is an estimate of the cost of the work to be performed by the Railroads at the expense of the State as described in this paragraph.

(g) The State will reimburse the Railroads for the expense of performing the work described and mentioned in paragraph (f) of this section, in accordance with and to the extent permitted by Policy and Procedure Memorandum 30-3 of the United States Bureau of Public Roads dated August 15, 1955, and any amendments thereof and supplements thereto. Bills for such reimbursement shall be paid in the manner and at the time provided therein. The Railroads will submit to the State bills for flagging and other protective services and devices currently during progress of the work contemplated by this agreement. The Railroads will submit complete billing for flagging and other protective services within one hundred twenty (120) days after completion of the project, provided the State advises the Railroads of the commencement of the 120-day period by notifying the Railroads of completion of the project.

Section 3. MAINTENANCE. The State, at its own expense and without expense to the Railroads, shall and will at all times keep and maintain said highway, viaduct and all appurtenances in good condition and repair so as not to jeopardize, damage or interfere with the Railroads' property, facilities or operations.

Section 4. SAFETY MEASURES. All work of the State contemplated by this agreement (whether within or outside of railroad property) shall be performed and accomplished without interruption to or delay of operations of the Railroads or of others lawfully occupying or using their property or facilities and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of railroad operations and communications are of utmost importance, and in order that same may be adequately safeguarded, protected and assured and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of the State (whether within or outside of railroad property) that:

(a) The State shall not do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of the Railroads' tracks or facilities or any communication or signal lines or appurtenances of any thereof.

(b) The State, at its own expense, shall adequately police and supervise all work to be performed by it; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay operations of the Railroads or of others lawfully using or occupying railroad property or facilities, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroads or such others may be responsible, or to property of the Railroads or such others.

(c) If at any time the State Highway Engineer of Oregon and the Chief Engineer of the Railroads or their respective representatives shall be of the opinion that any work of the State is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(d) The State shall not cause, suffer or permit material or debris to be deposited or cast upon, or to slide or fall upon any property or facilities of the Railroads (whether or not described or identified in this agreement) in connection with or as a result of the project or any work contemplated by this agreement; and any such material and debris shall be promptly removed from the Railroad's property by the State at its own expense or by the Railroads at the expense of the State, and any damage caused thereby shall be promptly restored and repaired by the State at its own expense, or by the Railroads at the expense of the State.

(e) The State shall not place or discharge explosives upon railroad property or in such close proximity thereto as to cause injury or damage to facilities or operations thereon. If the State uses any explosives in the vicinity of railroad property or operations, the said explosives shall be discharged only after the giving of adequate notice to the Railroads and at such times as will not endanger railroad property and operations. Without limiting the foregoing, it is agreed that the State shall not discharge any explosives in the vicinity of the railroad tracks at any time when in the judgment of the Railroads such discharge would be dangerous or would interfere with railroad operations; and with respect to any blasting in the vicinity of the railroad tracks, the State, at its own expense, shall take all measures and precautions necessary to guard and protect railroad facilities against danger of damage, destruction or interference.

(f) The State shall not place any combustible material upon or about the premises of the Railroads, nor erect any structure thereon (except as herein otherwise provided), nor cuase or permit the view along the tracks of the Railroads to be obstructed, nor obstruct or interfere with the drainage ditches, drainage facilities or water facilities of the Railroads.

(g) If the State shall excavate from existing slopes adjacent to the tracks of the Railroads or create new slopes in the performance of any work contemplated hereby, the State shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroads.

(h) The State, at its own expense, shall provide and maintain suitable facilities for draining the highway, viaduct and appurtenances, and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroads. The State at its own expense shall provide adequate passageway for the waters of any streams, bodies of water and drainage facilities (either natural or artificial, and including water from railroad culverts and drainage facilities), so that said waters may not because of any facilities or work of the State be impeded, obstructed, diverted or caused to back up, overflow or damage the property of the Railroads or any part thereof, or property of others.

(i) Before commencing any construction or other substantial work contemplated by this agreement, the State or those acting under its authority shall give reasonable notice of the time when such work shall commence, to the Superintendent of the Railroads, and shall cooperate with the Railroads in every reasonable way for the adequate protection of railroad facilities and operations during progress of the work.

(j) The State shall not do or cause to be done in the performance of any work contemplated hereby, anything which will or may distrub the stability of any area so as to affect adversely the tracks or facilities of the Railroads.

(k) The State at its own expense shall and will install and maintain adequate shoring and cribbing for all excavation and/or trenching performed by it in connection with construction, maintenance or other work of any kind contemplated by this agreement. Said shoring and cribbing shall be constructed and maintained with such materials and in such manner as to withstand all stresses likely to be encountered, including but not by way of limitation, any stresses resulting from vibration caused by railroad operations at or in the vicinity of such work; and such shoring and cribbing shall be installed and maintained in a manner satisfactory to the Chief Engineer of the Railroads or his authorized representative.

(l) Flagging and other protective services and devices will be provided by the Railroads at the State's expense, to protect the railroad facilities, property and operations. In general, the Railroads will furnish such flagging or other protective services and devices:

> First. For any excavation below elevation of track subgrade, if in the opinion of the Railroads' representative, track or other railroad facilities may be subject to settlement or movement;
>
> Second. During any clearing, grubbing, grading or blasting in proximity to the railroad facilities, which in the opinion of the Railroads' representative, may endanger or interfere with railroad facilities or operations;
>
> Third. When any of the State's operations are carried on within or near railroad right-of-way and in the opinion of the Railroads' representative, could endanger railroad facilities or create a hazard to railroad operations.

(m) The responsibility of the State for safe conduct and adequate policing and supervision of the project shall not be lessened or otherwise affected by the Railroads' approval of plans and specifications, or by the Railroads' collaboration in performance of any work, or by the presence at the work site of railroad representatives, or by compliance by the State with any requests or recommendations made by such representatives. If a railroad representative is assigned to the project, the State will give due consideration to suggestions and recommendations made by such representative for safety and protection of railroad property and operations.

(n) All references in this section to the State and its work shall include besides the State, its contractors, subcontractors, officers, agents and employees, and others acting under its or their authority.

Section 5. INJURY AND DAMAGE. If the State or its contractors, subcontractors, officers, agents or employees, or others acting under its or their authority, shall in the performance of any work contemplated by this agreement injure, damage or destroy any property of the Railroads or of any other corporation, person or firm lawfully occupying or using the property of the Railroads, such damage shall be restored by the State at its own expense or by the Railroads at the expense of the State.

Section 6. INSURANCE.

(a) Before work is commenced on the project, the State without expense to the Railroads shall furnish and deliver to the Railroads, or shall require each of its contractors to furnish and deliver to the Railroads, a public liability and property damage insurance policy or policies in favor of the Railroads; and the State without expense to the Railroads, at all times during the progress of and until final completion of the project, shall keep and maintain, or cause its contractors to keep and maintain, such policy or policies in full force and effect.

(b) Said public liability insurance shall provide for a maximum limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of bodily injuries to or death of one person, and subject to that limit for each person, a total maximum limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of bodily injuries to or death of more than one person in any one occurrence. Said property damage insurance shall provide for a maximum limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of injury to or destruction of property in any one occurrence, and subject to that limit, a total (or aggregate) maximum limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of injury to or destruction of property during the period of work.

(c) The terms "person" or "persons" as herein used shall include employees and passengers of the Railroads as well as other persons, and the term "property" as herein used shall include as well as other property, property owned by and property in the care, custody or control of the Railroads.

(d) Each such insurance policy shall be issued by a reliable insurer authorized to do business in the State of Oregon and satisfactory to the Railroads, and each such policy shall be in form and substance satisfactory to the Railroads. The original and one true and complete copy of said policy or policies shall be delivered to and remain in the possession of the Railroads.

(e) Each such policy or policies shall conform substantially with the Public Liability and Property Damage Policy provided for in U.S. Bureau of Public Roads Memorandum No. 20-12 dated March 5, 1959. Each such policy or policies shall cover all work to be performed and all operations to be conducted under this agreement.

Section 7. BENEFIT. It is hereby agreed that the project contemplated in this agreement constitutes establishment and construction of new highway crossing of existing railroad tracks, and that the Railroads will receive no benefit therefrom and shall not be required to pay or contribute any part of the cost thereof.

Section 8. DEFAULT. If the State shall fail, refuse or neglect to do, keep, observe and perform each and all of the terms, provisions, conditions and covenants of this agreement, the Railroads in addition to any other rights and remedies they may have, may perform any work which in the judgment of the Railroads is necessary to place said highway, crossing, slopes and appurtenances in such condition as will not menace, endanger or interfere with railroad facilities or operations or jeopardize railroad passengers or employees; and the State will reimburse the Railroads for the expense thereof.

Section 9. NO PERSONAL LIABILITY. Nothing contained in this agreement shall impose any personal financial responsibility upon any member of the Oregon State Highway Commission, or upon said Commission's officers, agents or employees, nor relieve any of them from any obligations for which they would otherwise be liable.

Section 10. EFFECTIVE DATE. If any work of the State or its contractors contemplated by this agreement shall have been performed before the execution of this agreement by all parties hereto, then this agreement shall take effect as of the date when such work actually was commenced.

Section 11. OTHER RAILROADS. All protective and indemnifying provisions of this agreement (including but not limited to those contained in Sections 4, 5 and 6) shall inure to the benefit of the Railroads and any other railroad company or companies at any time lawfully using the Railroads' property or facilities.

Section 12. SUCCESSORS AND ASSIGNS. This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties have executed this agreement as of the day and year first herein stated.

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY,
UNION PACIFIC RAILROAD COMPANY

By____________________________
President

Attest:

____
Assistant Secretary

STATE OF OREGON, by and through
its State Highway Commission

APPROVED:

/s/ G. S. Paxson
Ass't. State Highway Engr.

By____________________________
As Chairman

APPROVED AS TO FORM:

By____________________________
As Commissioner

/s/ L. I. Lindas
Chief Counsel

By____________________________
As Commissioner

/s/ Glen V. Sorensen
Staff Attorney

ATTEST:

____
Secretary

EXHIBIT "B"

Estimated Cost of Work to be Performed by Union Pacific Railroad Company in Connection with the Construction of the Clarke Overcrossing at Railroad M. P. 169.19, Morrow County, Oregon

1.	Furnish labor and material for temporary and permanent rearrangement of signal and communication lines.	$3,540.
2.	Furnish such engineering and inspection service as in the opinion of the Railroads is necessary account construction operations.	6,400.
3.	Furnish labor and material for rearranging right-of-way fences.	200.
4.	Furnish labor and material to install inner track guard rail.	400.

5. Furnish flagging and other protective services on the following basis:

Information as to the Railroad employees which may be required to provide protection to railroad facilities is as follows:

Number (a)	Classification (b)	Base Pay (c)	Headquarters (d)
2	Section Foreman	$2.12 to $2.17 per hour	Messner, Oregon
1	Section Foreman	$2.36 to $2.51 per hour	" "

(a) A full flagging crew generally consists of three men. Under certain conditions, more than three men may be required or a lesser number may be sufficient; however, additional personnel, such as Communications Lineman and/or Signalman, may be used to protect communications and signal facilities, if deemed necessary by the Companies.

(b) The classification is shown solely for information, and there is no guarantee that the above classes of labor will actually be used or that the rates of pay shown in column (c) will be those in effect at the time the work is undertaken.

(c) Shows base pay for normal eight-hour shift in effect January 16, 1961. Normal overtime rate is one and one-half times base rate.

EXHIBIT "B" (Cont'd.)

(d) Estimated costs for travel per employee from headquarters to jobsite and return is $3.25 per round trip.

(e) In addition, protective devices, such as crossing signals, indicators, telltales, lights, telephone, etc., may be required.

To all direct labor costs, there shall be additional charges for Vacation Allowances; Health and Welfare; Railroad Retirement and Unemployment Taxes; Public Liability, Property Damage and Workmen's Compensation Insurance; and accounting and billing. For estimating purposes only, these additives collectively may be considered as approximately 30% of direct labor costs.

The determination of the cost of flagging and protective services and devices to be used as a basis for submitting of bids shall be the responsibility of the State or its prospective bidders.

RECEIVED
JUN 22 1961

FOR FILING
T-BDN-3 (1) 1

Salem, Oregon
June 22, 1961

Boardman-Irrigon Section
Columbia River Highway

Mr. Glen Sorenson

[illegible]

I attach hereto duplicate copes of a proposed agreement between the Union Pacific Railroad Company and the State covering the overcrossing of their tracks by the Columbia River Highway (US730) on the Boardman-Irrigon Section. The agreement seems to be in order, and I have approved it for submission to the Highway Commission. If you find it in order, please arrange for its presentation to the Commission, preferably at the meeting to be held on June 27.

Please arrange to have stencils cut of the entire agreement, including "Exhibit B", so that we may have copies available pending its completion by the Railroad Company.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

JUNE 20, 1961

Ref. File: D 322 - 0 - 14

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer

Dear Sir:

Herewith proposed agreement for overcrossing across Railroad right-of-way and tracks in Morrow County near Clarke, Oregon, in connection with relocating Columbia River Highway between Boardman and Irrigon.

If satisfactory will you please have agreement executed by the Highway Commission and return both copies for completion on the part of the Railroad Companies, after which one fully-executed counterpart will be returned to you. Before executing agreement, will you please fill in date of agreement on page 1.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

enc.

RECEIVED
JUN 22 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1961
FOR FILING

June 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Boardman Jct.-Irrigon Section
Columbia River and Old Oregon
Trail Hwy., Morrow County
Projects I-80N-5(5)166, F-145(10)

Herewith are the following data covering the adjustment of the Umatilla Electric Cooperative Association power line in connection with construction on the subject project:

1. Two copies of our Staff Attorney's letter which establishes the obligation of the State to reimburse the Association for adjusting certain of its facilities.
2. Two copies of the Association's estimate of cost for adjusting these facilities.
3. Two copies of the sketch prepared by the Association showing the proposed adjustments.

Your approval of the agreement between the State and Association as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
JUN 23 1961
FOR FILING

I-80N-25(5)116

2955

9

U-O-A ⑧
5-26-61

MISC. CONTRACTS and
AGREEMENTS No. [illegible]3

June 6, 1961

Boardman - [illegible]

U.S. Army Engineer District, Walla Walla
Corps of Engineers
Bldg. 602. City-County Airport
Walla Walla, Washington

Gentlemen:

We are enclosing two copies of Contract No. DA-45-164-CIVENG-61-265 with U.S. Corps of Engineers relative to relocation or alteration of Columbia River Highway #2 affected by the John Day Lock and Dam Project. These copies have been executed by the State Highway Commission and are now ready for execution by the Contracting Officer, Corps of Engineers.

One copy of the above Contract has been retained in this office pending receipt of a fully signed copy.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

3 copies

To ______________________ Date ______________________

Boardma-Irrigon
Relocation Agreement

Commission to Approve
Return 2 to Corps
Hold 1 our files

Signed E

PLEASE REPLY HERE

To ______________________ Date ______________________

Payment - Corp to OSHD

$283,960 for 720.000 cfs.

$123,883 additional if U.S. -
Canadian Pact is
Not approved in
5 years.

Signed ______________________

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWGR

24 May 1961

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Reference is made to your letter of 21 April 1961, which submitted a revised draft of Contract No. DA-45-164-CIVENG-61-265 for raising two (2) sections of Columbia River Highway #2 (U. S. Route 730) affected by the John Day Lock and Dam Project.

The contract has been reviewed and the necessary revisions incorporated into the proposed contract to conform with Government requirements.

Your attention is invited to Article 2, paragraph e, which has been reinstated into the contract. With regard to the conveyances of flowage easements by the State, we would have no objection to a conveyance on a quitclaim basis if we were satisfied that the State's ownership was such that the required estate would, in fact, be conveyed thereby. However, according to our records, a substantial portion of the State's right-of-way in the area east of Irrigon is located upon right-of-way of the Oregon-Washington Railroad & Navigation Company. By the terms of the agreement with the Railroad whereby the State so occupies the railroad's right-of-way, the State "shall grant no right, easement or franchise thereover." We therefore question the sufficiency of a conveyance of a flowage easement on a quitclaim basis in this connection, as such an instrument would be ineffective to accomplish a grant or merger of title. The suggested language would permit working out the details to eliminate the title impediment followed by a mutually acceptable grant, or using a form of grant which would convey an after-acquired title and subsequently eliminating the bar to the conveyance. An effective interest in the realty occupied by the highway must be transferred to the Government as consideration for the payment to the State under this contract. Also, the proposed contract contemplates an immediate conveyance by the State of a flowage easement based on a discharge rate of 720,000 cfs, and, if the Canadian treaty is not ratified within five years, a subsequent conveyance of a flowage easement based on a discharge rate of 1,050,000 cfs.

In previous discussions with representatives of your right-of-way department, we understood that the roadway west of Irrigon will revert to a County road status after the State moves to the new section of highway between Irrigon and the junction of U. S. Route 730 and Interstate Highway 80N. If this roadway has reverted to a County road status prior to the time when a conveyance of flowage easement based on a discharge rate of 1,050,000 cfs may become necessary, it would appear that any conveyance by the State on a quitclaim basis would be ineffectual to transfer the necessary estate. We therefore deem it necessary to leave Article 2e in the form submitted to you previously.

The Government agrees with the conclusion stated by the representatives of the State that the Highway Commission is not legally empowered to pledge the future credit of the State by covenants to hold and save harmless from causes of action or suits. However, they are empowered to contract for the relocation and as a consequence thereof to acknowledge that the work or money constitutes a fair price for the effect of the project on the existing lands. Such acknowledgement may be stated as such and also include a release of any further claims by the State on account of the effect of the project on those lands. The reason for a release clause in a relocation agreement is to obtain a contractual acknowledgement that the work or payment constitutes just compensation and a promise that there will be no more demand for further payment. It is,however, proper to recognize that a condition exists in this case as the payment (or payments) is based upon a calculated flood discharge. The release may be confined to those effects. In the Government's opinion, the minimum compromise between our entitlement to a release and the State's restrictions on contracting authority would be expressed in the language set forth in Article 8 in the attached contract which is submitted for your approval.

The contract has been written to pay the State of Oregon the sum of $283,960.00 for the design based upon a flow of 720,000 cfs and an additional amount of $123,883.00 in the event the treaty with Canada is not ratified within five (5) years from the date of this contract.

It is requested that two executed contracts be returned to this office at your earliest convenience. Upon execution by the Contracting Officer, one executed copy will be returned, plus the additional conformed copies you may desire.

RECEIVED
MAY 25 1961
[illegible]
STATE HIGHWAY ENGINEER

Sincerely yours,

Heimerl

LAURENCE L. HEIMERL
Major, CE
Acting District Engineer

1 Incl (in trip)
Contr.

Mr. Cooper

RECEIVED
JUN 6 1961
FOR FILES

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-80N [illegible]

June 5, 1961

Mr. C. C. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Right of Way Status
Boardman Junction-Irrigon
Project

Dear Sir:

All rights of way or rights of entry have been obtained on this project.

The following utility adjustments will be performed.

1. Bonneville Power Administration
Steel tower relocations at an estimated cost to the State of $41,200. Bonneville Power Administration instructed to go ahead on May 15, 1961. Estimated date of completion is October 1, 1961.

2. Pacific Telephone and Telegraph Company
Miscellaneous small exchange lines. Company ordered to move on May 4, 1961. No delay anticipated. No cost to State.

3. Umatilla Electric Co-op
Transmission and distribution lines. Request to move is now ready to be sent to Co-op. Cost to State - $1,900. No delay to contractor is anticipated.

NOTED
[illegible]

4. West Extension Irrigation District

Agreement signed in April, 1961, to raise freeboard on irrigation ditch near Station No. 429+00. Cost to State - $1,000. This work must be integrated with contract construction. No delay to contractor is anticipated.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:mr

cc: Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. R. L. Porter

RECEIVED
1961
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 16, 1961

Bonneville Power Administration
P. O. Box 3537
Portland 8, Oregon

Attention: Mr. John V. Mulcahy

Power Line Adjustment
Boardman Jct.-Irrigon Sec.
Columbia River Highway
Morrow County

Gentlemen:

The agreement dated March 10, 1961 between the State and the Bonneville Power Administration has been approved by the Bureau of Public Roads. You are hereby authorized to proceed with the work as of May 15, 1961.

Reimbursement for work done subsequent to this date will be made subject to the terms of PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

By L Rulien
L. W. Rulien
Asst. Field Construction Engineer

FS:fp

cc Mr. C. G. Polk
Mr. Forrest Cooper
Mr. C. H. Maison
Mr. R. L. Porter
Mr. A. F. Parson
Mr. C. C. McKinney

NOTED

RECEIVED

RECEIVED
MAY 16 1961
FOR FILING

I-80N 5(5)166

5905

408 State Highway Building
Salem, Oregon

May 15, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter
Office Engineer

08-35.5

C. G. Polk, Division Engineer
Salem, Oregon

Utility Adjustment - Bonneville Power Administration
Oregon Project F-145(10), Boardman Jct.-Irrigon Section
Columbia River Highway

We hereby approve the agreement dated March 10, 1961 between the State and the Bonneville Power Administration. We also approve the accomplishment of a portion of the work by contract.

Authorization to proceed with the work is granted as of May 5, 1961. Approval is subject to the provisions of PPM 30-4.

Porter

[illegible]
[illegible]

RECEIVED
MAY 8 1961
FOR FILING

I-80N-15 ( ) [illegible]
[illegible]
(5785

May 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Boardman Jct.-Irrigon Sec.
Columbia River Highway
Morrow County
Project No. F-145(10)

Dear Sir:

Herewith are the following data covering adjustment of Bonneville Power Administration facilities in connection with construction of the subject project:

1. Two copies of the Trust Agreement between the State and Administration. The agreement provides for contracting part of the work at option of the Administration.

2. Two copies of the estimate of cost prepared by the Administration.

3. Two copies of the sketch showing the adjustments to be made.

Your approval of the agreement and an authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosures

DBP:cr

RECEIVED
MAY 4 1961
FOR [illegible]

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

May 1, 1961

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

Oregon Project I-80N-5(5)166

We have approved, as of this date, the P. S. and E. documents for the U.S. 730 Interchange Section of the Old Oregon Trail (I-80N) providing for 1.043 miles of Interstate Highway including grading, paving and structures.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending execution of final agreement with the Corps of Engineers.

Permanent signing retained in program status under the same project agreement number will not be performed reasonably contemporaneously with the above work as required by Paragraph 3j of PPM 21-7. Therefore, it will be necessary to split the programed project, in accordance with procedures outlined in Paragraph 10c of PPM 21-1, prior to our authorization of the remaining independent class of work.

Porter

RECEIVED
MAY 2 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 1, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Right of Way Status
Boardman Junction-
Irrigon Project

Dear Sir:

Rights of way and rights of entry have been cleared on 35 of the 37 files originally established for this project.

We are advised by Mr. Porter that the project as now planned does not require the easement from the Union Pacific Railroad Company under File No. 32325.

File No. 32322 - U. S. Department of Interior. This is an easement. We are advised by Mr. Curt Baker, Utilities Liaison Engineer, that a satisfactory agreement has been reached with the West Extension Irrigation District, which has taken over this reclamation project. This agreement will be before the Highway Commission for signature at the May 26 meeting.

Very truly yours,

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED

RECEIVED
MAY 4 1961
FOR FILING

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

May 1, 1961

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

Oregon Project F-145(10)

We have approved, as of this date, the P. S. and E. documents for the Boardman Jct.-Irrigon Section of the Columbia River Highway providing for 8.816 miles of grading and paving and a 125 foot RCDG structure.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending execution of final agreement with the Corps of Engineers.

The railroad separation structure and permanent signing retained in program status under the same project agreement number will not be performed reasonably contemporaneously with the above work as required by Paragraph 3j of PPM 21-7. Therefore, it will be necessary to split the programed project, in accordance with procedures outlined in Paragraph 10c of PPM 21-1, prior to our authorization of the remaining independent class of work.

Authorization is with the understanding that, should the white shoulder stripe not prove effective in preventing traffic from traveling on the shoulders, the State will provide additional shoulder delineation by placing a chip seal on the shoulders or by the use of diagonal shoulder striping.

Porter

RECEIVED
MAY 16 1961
FOR FILING

[illegible]

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. 2371

4g
4-19-61

April 19, 1961

West Extension Irrigation District
Irrigon,
Oregon

Attention: Mr. Chester Collins

We are enclosing for the records and files of the West Extension Irrigation District a fully executed copy of an agreement between the State Highway Commission and the West Extension Irrigation District re granting the State the right to cross the District's facilities and to construct the required structures on the Boardman Irrigon Section of the Columbia River and Old Oregon Trail Highways in Morrow County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

RECEIVED
APR 11 1961
FOR FILING
Const
R/W
Col. R. Hwy (upper)

April 10, 1961

West Extension Irrigation
District Agreement
Boardman-Irrigon Section
Columbia River and Old Oregon
Trail Highways
Morrow County

Oregon State Highway Commission

Gentlemen:

There will be presented to you for your consideration at the next meeting a proposed agreement with the West Extension Irrigation District of Irrigon. Our proposed relocated highway on the above-named section crosses existing facilities owned by the West Extension Irrigation District, and this agreement grants to the State the right to cross said facilities and obligates the State to construct the required structures.

Your favorable consideration of the agreement is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

CHB:fp me

cc Tom Edwards

FORM E-30 50M 3-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1961

SUBJECT: West Extension Irrigation
District Agreement
Boardman-Irrigon Section
Columbia River & Old Oregon
Trail Highways
Morrow County

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached are two copies of the proposed agreement with the West Extension Irrigation District of Irrigon pertaining to the crossings of the West Extension Irrigation District's facilities by our highways on the above-named project. Both copies have been signed by the West Extension Irrigation District Board members: Mr. Nels H. Kristensen, Mr. Robert Smith, and Mr. A. M. Rennecker.

The agreement is ready to be sent to the Highway Commission for signatures and a rough draft of a letter to the Commission is attached for your consideration.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

CHB:fp

Enc.

Young: Please define "Conform work" in about 10 words

CONSTRUCTION DIVISION
RECEIVED
APR 7 1961
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Done
Y.

RECEIVED
MAR 21 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 20, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Subject: Boardman Junction-
Irrigon Section
Columbia River Highway

Dear Sir:

All rights of way and rights of entry have been obtained for the Boardman Junction-Irrigon Section except the following:

File No. 32319 Port of Morrow $75

This file is unclosed because of a description change which nullified an option previously taken from the Port of Morrow. The Port District has not met to consider a new offer on the revised description. No difficulty is anticipated.

This filing will be completed on March 22 for the simple purpose of obtaining possession.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:ag

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

RECEIVED
[illegible]
OFFICE OF
[illegible] ENGINEER

9

RECEIVED
MAY 3 1961

FOR FILING

I-Bonn 5(15) 16
[illegible]
[illegible]

3-31-61

MISC. CONTRACTS and
AGREEMENTS No. 2364

Salem, Oregon
March 16, 1961

Agenda Item 2-h

File No. 32101 - Bonneville
Power Administration
Boardman Junction-Irrigon Section
Columbia River Highway
Morrow County

Mr. Walter T. Wright
Right of Way Engineer
Office

Boardman
Irrigon

Attached are three copies of a Trust Agreement with the Bonneville Power Administration covering the cost of revising Bonneville Power Administration facilities on the Boardman Junction-Irrigon Project on the Columbia River Highway in Morrow County. These copies have been executed by the State Highway Commission and are now ready for the signature of the Chief, Branch of Land, Department of Interior, Bonneville Power Administration.

One conformed copy of the above agreement is being held in this office pending receipt of a fully signed copy.

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Attach: 3

FORM 230—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1961

AGENDA
MAR 10 1961

SUBJECT: AGENDA ITEM FOR MARCH 10 MEETING * 2 h
File No. 32101 - Bonneville Power Administration
Boardman Junction-Irrigon Section
Columbia River Highway
Morrow County

To: Mr. Floyd Query
Secretary

Office

'copy in suspense!'

Please place on the Agenda of the March 10 Meeting the consideration of a Trust Agreement with the United States of America through the Bonneville Power Administrator.

This Trust Agreement relates to the costs of revision of Bonneville Power Administration facilities on the Boardman Junction-Irrigon Project at an estimated cost of $41,200.

The instrument is submitted in triplicate. ~~Two~~ Three signed copies should be returned to us after approval and execution by the State Highway Commission.

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

Attachments

(A)
3 COPIES TO
BE SIGNED

R.E.

RECEIVED
1961

5753

STANDARD FORM NO. 64

BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: February 23, 1961

FROM : C. G. Polk, Division Engineer
08-35.2-DA
Salem, Oregon

By: D. M. Emrich
D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon I-80N-5(5)166,
U.S. 730 Interchange

Information submitted for the programing of the above project indicated that the frontage road on the northerly side of the interchange would be extended beyond the point necessary to serve the Umatilla Electric Cooperative Association. This extension would involve a frontage road bridge over an irrigation canal apparently to provide service for the ditch rider.

It does not appear that frontage road extension would reduce circuitous travel for the canal rider sufficiently to justify its construction. Consequently, your frontage road construction should be limited to that proposed on the interchange layout as revised on November 9, 1960.

We are also advised irrigation water is in the canal about March 15 to November 1 each year with a week's variation depending on the season.

RECEIVED
AUG 10 1966
FOR FILING

Agr 60-162

Salem, Oregon
January 25, 1961

RECEIVED
JAN 26 1961
LEGAL DEPT.

Throughway Agreement
Boardman Junction-Irrigon Section
Columbia River Highway
City of Irrigon

Mr. C. G. Swenson
County & City Relations Engineer
Office

MISC. CONTRACTS and
AGREEMENTS No. 2330

Attached is a conformed copy of a throughway agreement with the City of Irrigon covering the Boardman Junction-Irrigon Section of the Columbia River Highway in the City of Irrigon.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Irrigon.

Secretary

rn
Attach: 1

RECEIVED
FEB 7 1961
FOR FILING

I-80N-5(5)166

[illegible]

'61-2

RECEIVED
JAN 20 1961
LEGAL DEPT.

Salem, Oregon
January 25, 1961

Throughway Agreement
Boardman Junction-Irrigon Section
Columbia River Highway
Morrow County

Mr. C. G. Swenson
County & City Relations Engineer
Office

MISC. CONTRACTS and
AGREEMENTS No. 5328

Attached is a conformed copy of a throughway agreement with Morrow County covering the Boardman Junction-Irrigon Section of the Columbia River Highway in Morrow County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Morrow County.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22129

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1961

RECEIVED
JAN 26 1961
LEGAL DEPT.

SUBJECT: Throughway Agreement
Boardman Junction-Irrigon Section
Columbia River Highway
Morrow County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been signed by the county and may now be presented to the Highway Commission for signature.

This project was approved by the Highway Commission 1/28/60.

C. G. Swenson
C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

cc: D. J. Barbee
Walt Wright
V. D. Wolfe

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

ACTION
DATE 1-28-60 Min Page 36
Floyd Query
Secretary

RECEIVED
JAN 25 1961
FOR FILING

[illegible]

[illegible]

January 25, 1961

Marguerite Houghton
City Recorder
City Hall
Irrigon, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Irrigon a fully executed copy of a Throughway Agreement between the State Highway Commission and the City of Irrigon covering the Boardman Junction-Irrigon Section of the Columbia River Highway in the City of Irrigon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JAN 25 1961
FOR FILING

I-80N [illegible]

[illegible]

January 25, 1961

County Court of Morrow County
Court House
Heppner, Oregon

Gentlemen:

We are enclosing for the records and files of Morrow County a fully executed copy of a Throughway Agreement between the State Highway Commission and Morrow County covering the Boardman Junction-Irrigon Section of the Columbia River Highway in Morrow County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JAN [illegible] 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 24, 1961

Hon. Oscar E. Peterson
Morrow County Judge
Courthouse
Heppner, Oregon

Dear Judge Peterson:

This is to acknowledge receipt of the throughway agreement covering the Boardman Junction-Irrigon Section of the Columbia River Highway. After signature by the Highway Commission, a fully executed copy of the agreement will be returned to you for your files.

Thank you for your prompt attention to this matter.

A set of construction plans will be forwarded to you as soon as available.

I was sorry to hear about your illness and hope by now you have fully recovered.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

G. S. PAXSON

CGS:mm

cc: G. S. Paxson
V. D. Wolfe

RECEIVED
JAN 23 1961
FOR FILING

[illegible]

9

Salem, Oregon
January 23, 1961

Mr. Leonard I. Lindas

Herewith copy if a letter from Mr. D. J. Barbee concerning the preparation of an agreement with the West End Irrigation District for an irrigation siphon on the Boardman Junction-Irrigon Section of the Columbia River Highway in Morrow County.

Will you please have this agreement prepared.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1961

SUBJECT: Agreement
West Extension Irrigation Dist.
Boardman Junction-Irrigon Sec.
Columbia River Highway
Morrow County

To: Mr. G. S. Paxson
Asst. State Highway Engineer
BUILDING

In the construction of the above-named section, it will be necessary to make an agreement with the West Extension Irrigation District of Irrigon. We now cross the canal on the existing US 30 (Old Oregon Trail Highway) and it is necessary to revise the siphon at this location. Also, two new crossings will be required between this point and Irrigon.

We have an agreement with the Bureau of Reclamation for the construction and maintenance of the existing siphon. This agreement is our File No. Misc. C and A 586, and is attached. The West Extension Irrigation District assumed control of this irrigation facility in 1954 by agreement with the Bureau of Reclamation. The points to be included in the agreement are:

THINGS TO BE DONE BY STATE

1. State will construct, and thereafter maintain, the irrigation siphons and bridges as shown on Exhibit "A".

2. State will construct, and thereafter maintain, access roads to connect the existing ditch rider roads to the relocated highway or interchange as shown on Exhibit "A". State hereby grants to District a permanent right to use said access roads across State property.

3. State will reimburse District for costs incurred in increasing the freeboard on the ditch lining where siphon is to be put under the new highway near Station 429. District is to do this work as provided in Paragraph 2 of "Things to be Done by District".

4. State assumes the responsibility for maintaining water flow at all times insofar as construction and maintenance of highway facilities is concerned during the normal period of use of the canal, which period is normally from March 15th through October 30th of each year.

5. State will submit plans and specifications to the District so that the U.S. Bureau of Reclamation will have opportunity to review plans prior to the start of construction.

THINGS TO BE DONE BY DISTRICT

1. District approves plans and specifications for project. This approval includes review by U.S. Bureau of Reclamation if same is desired or required by District and/or Bureau of Reclamation.

2. District will provide all materials, labor and other items for the raising of the canal lining upstream from the highway crossing near Station 429. This includes, but is not necessarily limited to, the furnishing and placing of the necessary concrete pipe, concrete canal lining, and relocation of the existing cattle guard. So that the District may be reimbursed for this work, District will submit bills for the work in triplicate.

3. District hereby grants to State the permanent right to enter upon District property for the purpose of constructing and maintaining the necessary highways, bridges, irrigation structures and access roads as will be built under this project. In this connection, it is understood and agreed by District that access to the Interstate Freeway and its interchange legs (US 30, the Old Oregon Trail Highway) will be prohibited, except via the access roads as provided. The District will not be allowed to cross, occupy or use the surface of the ground or highway between the access control lines at any time for construction, maintenance, or operation of their facilities. This restriction of access does not apply to the crossings near Stations 145 and 429, which crossings are on the Columbia River Highway which is not an Interstate Freeway.

The District also reserves the right to construct, operate and maintain a power or telephone line pole along the canal right of way, so long as the construction and/or maintenance of said pole line does not conflict with the access control provisions as stated above, or with the operation or maintenance of the highway. Access for such construction will be allowed only under terms which will be agreed upon by the parties to this agreement at the time such construction is desired.

Descriptions of the proper ties owned or controlled by District over which highways, bridges and/or access roads are to be constructed and/or maintained are attached and marked Exhibit "C".

4. District will be allowed, at its own convenience and expense, to provide an inspector during the construction of the project.

The exhibits for the above agreement will be:

Exhibit "A", Plan Sheets 2B, 3, 4, 7, and 16.

Exhibit "B", Special Provisions.

Exhibit "C", Easements to State from District.

Exhibits "A" and "B" will be prepared and delivered to the Legal Division by the Utilities Engineer. Exhibit "C" is attached.

Please submit this information to our Legal Division for preparation of a formal agreement.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Asst. Construction Engineer

CHB:jw

Attach.

RECEIVED
JAN [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

DESCRIPTION ONLY

United States of America (Department of Interior,
Bureau of Reclamation)

File No. 32322
PC 11-10-60
5B-28-20 8B-19-1

Boardman Junction-Irrigon Section

Columbia River Highway

Morrow County

Easements

PARCEL NO. 1 A permanent easement for a canal crossing, over or on the following described parcel, to-wit:

A parcel of land lying in the SW¼SE¼ of Section 12 and in the NW¼NE¼ of Section 13, Township 4 North, Range 25 East, W.M., Morrow County, Oregon; the said parcel being described as follows:

Beginning at a point which is the intersection of the South line of said Section 12 and the Westerly line of the right of way of the U. S. R. S. Canal (West Extension Main Canal of the United States), said point being 239.5 feet East of the South quarter corner of said Section 12; thence North 29° 34' East, along said Westerly line, a distance of 166.11 feet to a point which is 100 feet distant Northerly from (when measured at right angles to) the center line of the Old Oregon Trail Highway; thence South 76° 30' East, parallel to and 100 feet distant from said center line, a distance of 208.16 feet to the Easterly line of the right of way for said canal; thence South 29° 34' West along said Easterly line, a distance of 312.24 feet; thence North 76° 32' West parallel to and 200 feet South of said highway center line, a distance of 208.16 feet to the Westerly line of said canal; thence North 29° 34' East along said Westerly line, a distance of 146.13 feet to the point of beginning, containing 1.44 acres.

PARCEL NO. 2 A permanent easement for a canal crossing, over or on the following described parcel, to-wit:

A parcel of land lying in the NE¼SW¼ and the NW¼SE¼ of Section 7, Township 4 North, Range 26 East, W.M., Morrow County, Oregon; the said parcel being that portion of the right of way of the U. S. R. S. Canal (West Extension Main Canal of the United States) lying in said subdivisions and included in a strip of land 200 feet in width, 100 feet on each side of the center line of the Columbia River Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 100+00, which Station equals Station 270+16.36, Old Oregon Trail Highway, said Station being 509.50 feet South, 61.50 feet West of the Southwest corner of said Section 7; thence North 53° 18' 30" East, 5000 feet to Station 150+00.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.13 acres.

fd/sm

RECEIVED
[illegible] 1961
FORM E-30 50M 7-60 29395
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1961

SUBJECT: File 28921, Oregon 06526
Boardman-Umatilla Co. Line
Old Oregon Trail Highway
Material Source

To:

Mr. A. F. Parson
Division Engineer, Division V
State Highway Department
LaGrande, Oregon

Attached are two copies of a Land Office Decision dated December 8, 1960, amending right of way, Oregon 06526, which was approved in part on March 11, 1960. This decision approves our application for a material source in the NW¼SW¼NE¼ and E½SW¼NE¼ of Sec. 10, T. 4 N., R. 25 W., W. M., Morrow County.

In the transmittal letter accompanying the decision, the Land Office requested that we make a note of the fact that Stipulation 3b of the enclosed decision also applies to the SE¼NW¼ Sec. 10, T. 4 N., R. 25 W.

EARL F. SALING
Right of Way Office Manager

WC:ls
Attach: 2 copies Decision
& copies print

✓ cc: Floyd Query
(Orig. decsn. with print)

John Phillips, with print

PLO:39a
Sept. '60

Oregon 06526
(17.0) b

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
809 N. E. 6th Avenue
Portland 12, Oregon

DEC - 8 1960

DECISION

AMENDED RIGHT-OF-WAY GRANTED

File 28921

Details of Grant

Serial number of grant - - - - - - - - - - **Oregon 06526**

Name of grantee - - - - - - - - - - - - - - **State Highway Department**

Map showing the location and dimensions
of grant:
Map designations - - - - - - - - **OSHD Drawing #1R-5-1209, Exhibit "A"**

Date filed - - - - - - - - - - - - **October 27, 1958**

Permitted use by grantee - - - - - - - - - - **Material Site**

Authority for grant - - - - - - - - - - - - **Act of August 27, 1958 (72 Stat. 885; 23 U.S.C. Sec. 317)**

Regulations applicable to grant:
Code reference - - - - - - - - - - **43 CFR, Subparts A and G**

Circular numbers - - - - - - - - **1915, 2004**

Date of grant - - - - - - - - - - - - - - - **March 11, 1960**
Date of amended grant - - - - - - - - - - - **December 8, 1960**
Expiration date of grant - - - - - - - - - - - **None**

Rental:
Amount - - - - - - - - - - - - - - - **None**

When payable by grantee - - - **xxxx**

Terms and Conditions of Grant

Pursuant to the authority vested in the undersigned by Order No. 541 of the Director, Bureau of Land Management, dated April 21, 1954 (19 F.R. 2473), as amended, a right-of-way, the details of which are shown above, is hereby granted, subject to the following terms and conditions:

1. All valid rights existing on the date of the grant.
2. All regulations in the circulars specified above (except 43 CFR 244.9m).
~~3. Filing of proof of construction within 5 years of date of the grant.~~
3. Further terms and conditions as follows:
    a. **Subject to the conditions, reservations and limitations of section 24 of the Federal Power Act of June 10, 1920 (41 Stat. 1075, as amended, 49 Stat. 846; 16 U.S.C. 818).**
    b. **Side slopes of all borrow areas should not be less than 4 (horizontal) to 1 (vertical) or greater than 2 (horizontal) to 1 (vertical). Also, finished depth must be above elevation 270 m.s.l. or below elevation 260 m.s.l. with no intermittent potholes. In this connection it is requested that if it is necessary to excavate below elevation 270, then excavation**

Portland 12, Oregon

DEC - 8 1960

DECISION

AMENDED RIGHT-OF-WAY GRANTED

File 28921

Details of Grant

Serial number of grant - - - - - - - - - -	Oregon 06526
Name of grantee - - - - - - - - - - - - -	State Highway Department
Map showing the location and dimensions of grant:	
Map designations - - - - - - - -	OSHD Drawing #1R-5-1209, Exhibit "A"
Date filed - - - - - - - - - - -	October 27, 1958
Permitted use by grantee - - - - - - - - -	Material Site
Authority for grant - - - - - - - - - - -	Act of August 27, 1958 (72 Stat. 885; 23 U.S.C. Sec. 317)
Regulations applicable to grant:	
Code reference - - - - - - - - -	43 CFR, Subparts A and G
Circular numbers - - - - - - - -	1915, 2004
Date of grant - - - - - - - - - - - - - -	March 11, 1960
Date of amended grant - - - - - - - - - -	December 8, 1960
Expiration date of grant - - - - - - - - -	None
Rental:	
Amount - - - - - - - - - - - - -	None
When payable by grantee - - -	xxxx

Terms and Conditions of Grant

Pursuant to the authority vested in the undersigned by Order No. 541 of the Director, Bureau of Land Management, dated April 21, 1954 (19 F.R. 2473), as amended, a right-of-way, the details of which are shown above, is hereby granted, subject to the following terms and conditions:

1. All valid rights existing on the date of the grant.
2. All regulations in the circulars specified above (except 43 CFR 244.9m).
~~3. Filing of proof of construction within 5 years of date of the grant.~~
3. Further terms and conditions as follows:
   a. Subject to the conditions, reservations and limitations of section 24 of the Federal Power Act of June 10, 1920 (41 Stat. 1075, as amended, 49 Stat. 846; 16 U.S.C. 818).
   b. Side slopes of all borrow areas should not be less than 4 (horizontal) to 1 (vertical) or greater than 2 (horizontal) to 1 (vertical). Also, finished depth must be above elevation 270 m.s.l. or below elevation 260 m.s.l. with no intermittent potholes. In this connection it is requested that if it is necessary to excavate below elevation 270, then excavation be to a minimum of 260.

M. M. Gorecki

Chief, Lands Adjudication Unit

Orig:File
✓ Dup. Orig:Grantee
cc:D.M., Baker
cc:Bur. of Public Roads (3)

STATE OF Oregon)
COUNTY OF Multnomah)

I, Frank B. Pallo, a Notary Public in and for the said County and State, do hereby certify that on this the 8th day of December, 1960, before me personally appeared M. M. Gorecki, being to me personally well known and known by me to be the Chief, Lands Adjudication Unit, Bureau of Land Management, and acknowledged that the foregoing instrument bearing date of December 8, 1960, was executed by him in his official capacity and by authority in him vested by law, for the purpose and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Chief, Lands Adjudication Unit, Bureau of Land Management.

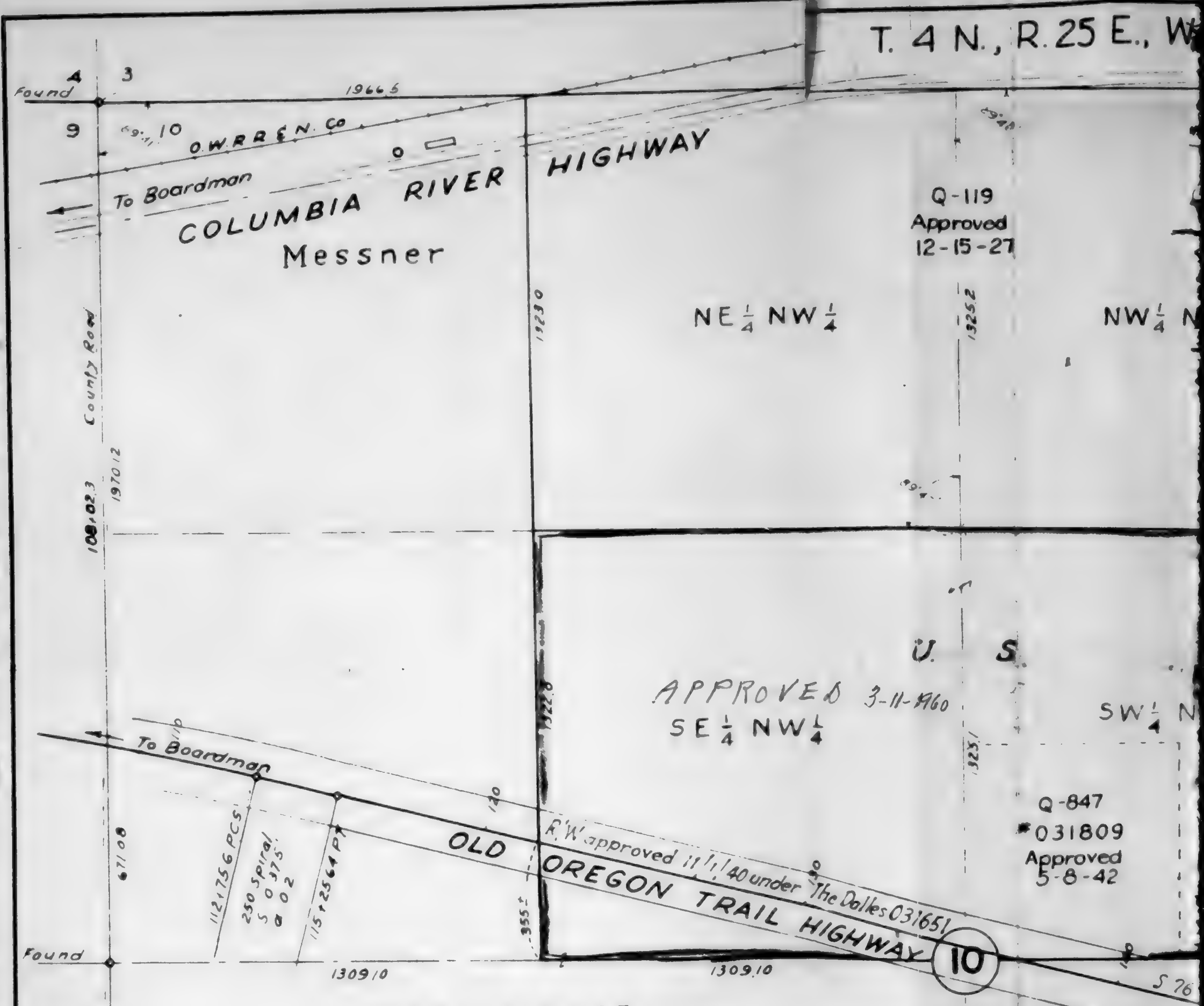
Witness by hand and seal this 8th day of December. 1960.

Frank B. Pallo
Notary Public for State of Oregon
Residing at 2917 N. E. 67th
Portland 13, Oregon

(SEAL)

My Commission expires December 2, 1962.

DEC - 8 1960



CERTIFICATE

I hereby certify that the following described land is as of this date unpatented Federal Land.

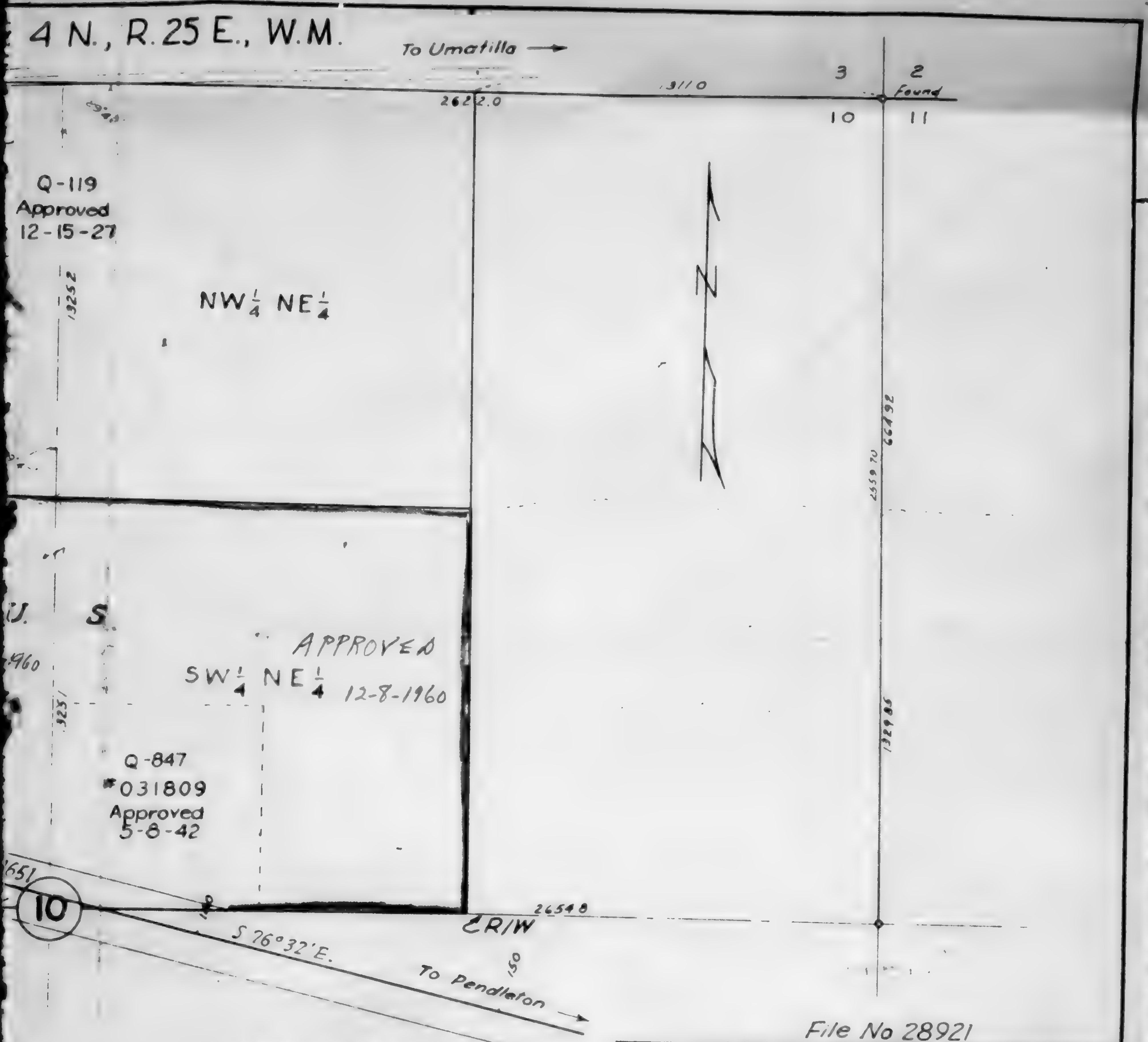
T.4 N., R.25 E., W.M.-Sec.10 - S.E.¼ N.W.¼, S.W.¼ N.E.¼ [illegible] contract S e [illegible] 15435, for which patent has not yet issued.

Signed at Portland, Oregon this 21 day of [illegible] 195~~8~~1.

Virgil [illegible]
Manager

Exhibit

ARKWRIGHT



File No 28921

OREGON STATE HIGHWAY DEPARTMENT	
From	U.S. Government
For	Material Source
Highway	Old Oregon Trail
County	Morrow
Scale 1" = 400'	**Date** Oct. 1958

RECEIVED
BUREAU OF LAND MANAGEMENT
OCT 27 1958
LAND OFFICE
PORTLAND, OREGON

Exhibit A

DRG. NO. 1R-5-1209

RECEIVED
1961
FOR FILE

FORM E-20K 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1961

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Throughway Agreement
Boardman Junction-Irrigon Section
Columbia River Highway
Morrow County

Attached are three copies of an agreement covering the subject project. Two copies of the agreement have been signed by the county and may now be presented to the Highway Commission for signature.

This project was approved by the Highway Commission 1/28/60.

C. G. Swenson

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

cc: D. J. Barbee
Walt Wright
V. D. Wolfe

RECEIVED

NOTED
V D WOLFE

RECEIVED
JAN 1[illegible] 1961
FORM [illegible] 7-59 22128
FOR FILING
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1961

SUBJECT: Throughway Agreement
Boardman Junction-Irrigon Section
Columbia River Highway
City of Irrigon

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city of Irrigon and may now be presented to the Highway Commission for signature. Both of these copies require your signature of approval.

This project was approved by the Highway Commission January 28, 1960.

At the Council meeting in Irrigon on January 10, 1961, at which time the city signed this agreement, the City Council stated that they have plans to construct a new fire station on the north side of the OWR&N railroad tracks in the vicinity of Sixth Street and are planning to construct Sixth Street between the highway and North Main Street and requested that we construct an approach for this street. I have discussed this matter with Mr. Barbee and he had no objection to the construction of this approach providing it would be feasible grade-wise. Frank Hall's office has informed me that there is approximately one foot difference in elevation between the railroad tracks and the highway at this point.

If satisfactory with you I would like to inform the city that, if definite plans for construction of Sixth Street are formulated prior to reconstruction of the highway, the State will construct this approach.

C. G. Swenson
C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

cc: D. J. Barbee
Walt Wright
V. D. Wolfe
Frank Hall

[illegible]

RECEIVED
[illegible]

RECEIVED
JAN 22 1960
FOR FILING

COMMISSIONERS
M. K. [illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]

January 11,1960

NOTED
W. C. WILLIAMS

District Engineer
Corps of Engineers
Walla Walla District
Building 602, City-County Airport
Walla Walla, Washington

Boardman - Irrigon Sec.

Attention Mr. Curt Hansens

Gentlemen:

Transmitted herewith as requested by Mr. Hansens by telephone on January 11, 1960, is a small scale map of the proposed relocation of Route 730.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

ESH:jw

Encl.

cc W. C. Williams

RECEIVED
JAN 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

VICINITY SKETCH MAP

HOLDINGS OF PROPERTY OWNERS

BOARDMAN ~ IRRIGON SECTION

COLUMBIA RIVER HIGHWAY

MORROW COUNTY

SCALE: 1" = 2000'

STATION "L" 75+40 to STATION "L" 497+$89^{\underline{28}}$

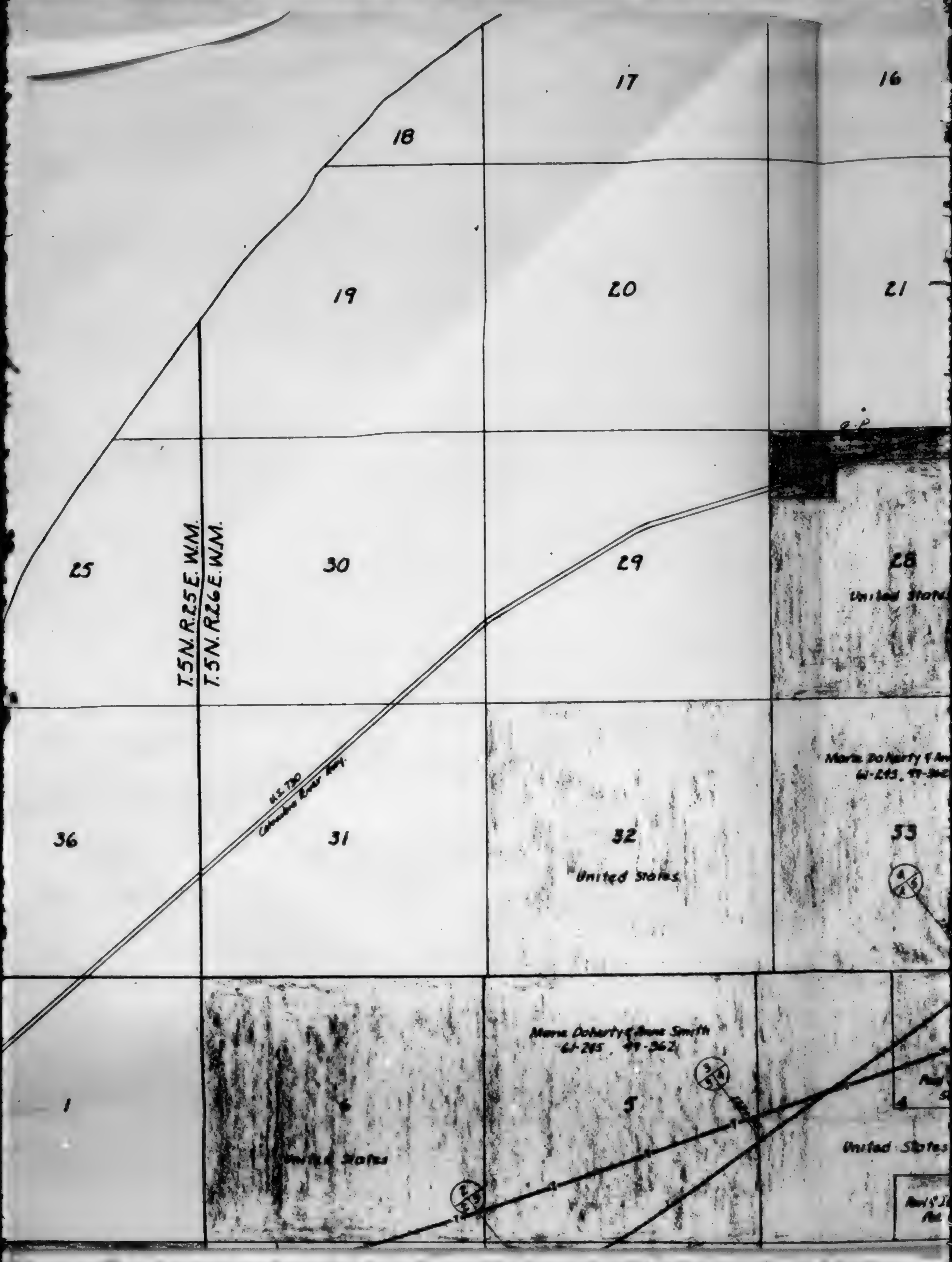
LENGTH OF SECTION 7.98 MILES

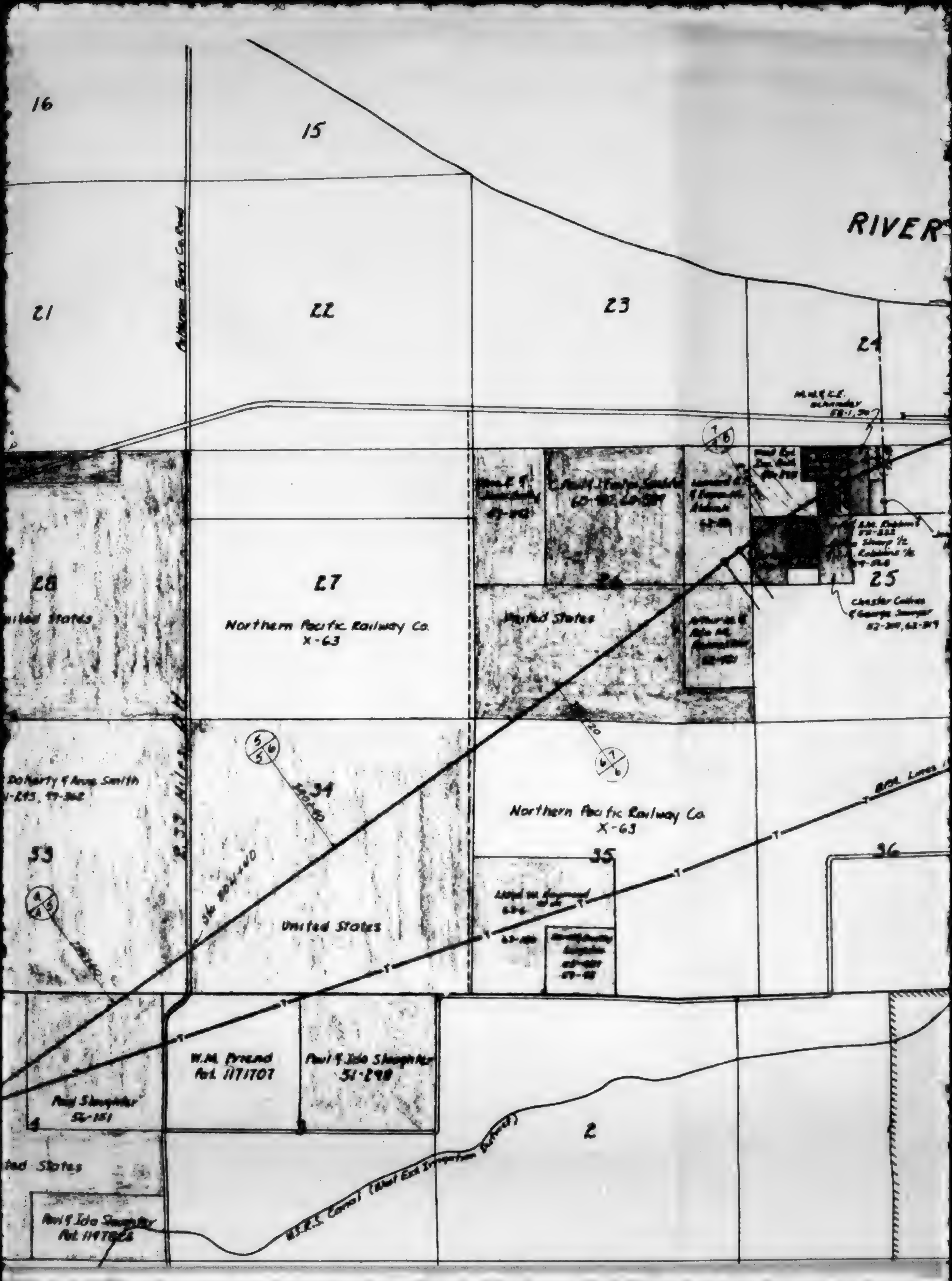
OWELL M. STRATTON, RES. ENGR. OCTOBER 1959

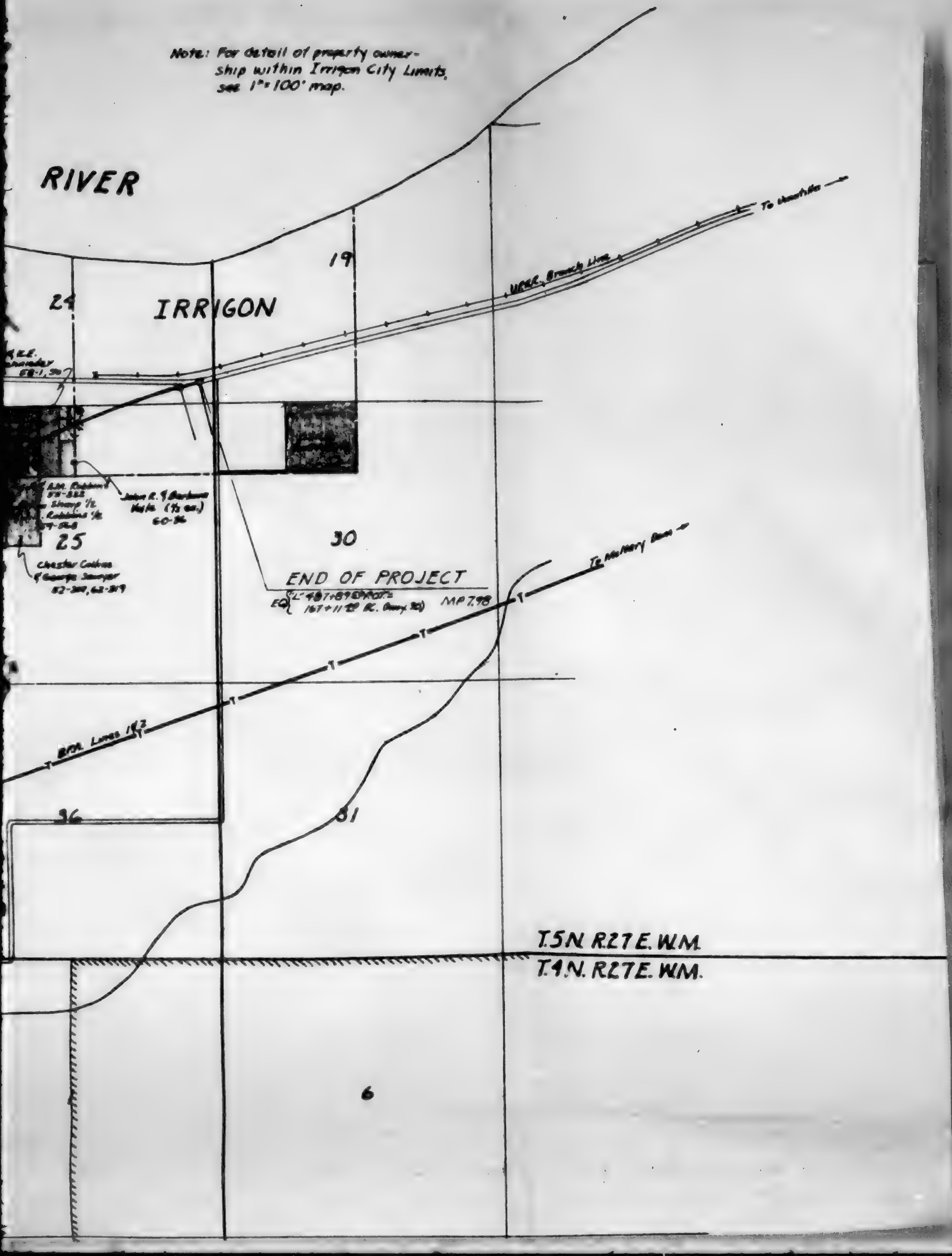
ERS

TION

759


17
16
18
19
20
21
T.5N.R.25E.W.M.
T.5N.R.26E.W.M.
25
30
29
28
United State
Maria Doherty & An
61-245, 49-362
U.S. 730
Columbia River Hwy.
36
31
32
United States
33
1
6
United States
Maria Doherty & Anne Smith
61-285, 49-362
5
United States


16
15
RIVER
21
22
23
24
M.W.&K.E.
Schneider
58-1,50
28
27
26
25
United States
Northern Pacific Railway Co.
X-63
A.M. Robbins
Sharp ½
Robbins ½
Chester Collins
& George Sawyer
52-207, 62-319
20
Doherty & Anna Smith
33
34
35
36
United States
Northern Pacific Railway Co.
X-63
W.M. Friend
Pat. 1171707
Paul & Ida Slaughter
51-298
Paul Slaughter
56-151
ted States
Paul & Ida Slaughter
Pat. 1197826
U.S.R.S. Canal (West End Irrigation District)
2

Note: For detail of property ownership within Irrigon City Limits, see 1" = 100' map.
RIVER
IRRIGON
24
19
U.P.R.R. Branch Line
To Umatilla
E.E. Schroeder
58-1,30
A.M. Robbins
55-322
Sharp ½
Robbins ½
59-246
John R. & Barbara Kyle (½ ac.)
60-36
25
Chester Collins
& George Sawyer
52-207, 62-319
30
END OF PROJECT
EQ. "L" 487+89.59 P.O.T. = 167+11.28 (C. Survey 30)
MP 7.98
To McNary Dam
BPA Lines 1&2
36
31
T.5N. R.27E. W.M.
T.4N. R.27E. W.M.
6

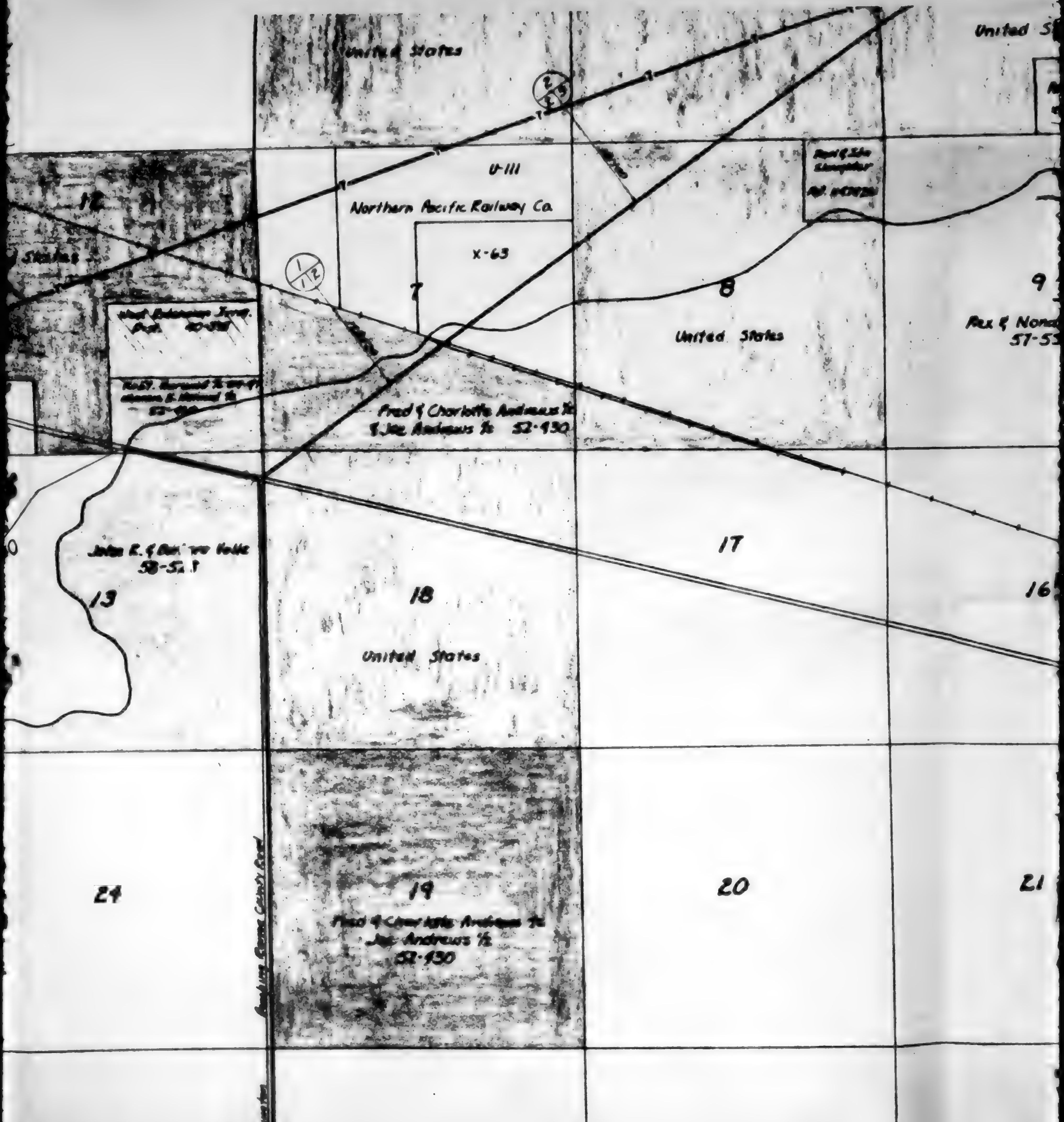
STATION "L" 75+40 to STATION "L" 497+89^{88}

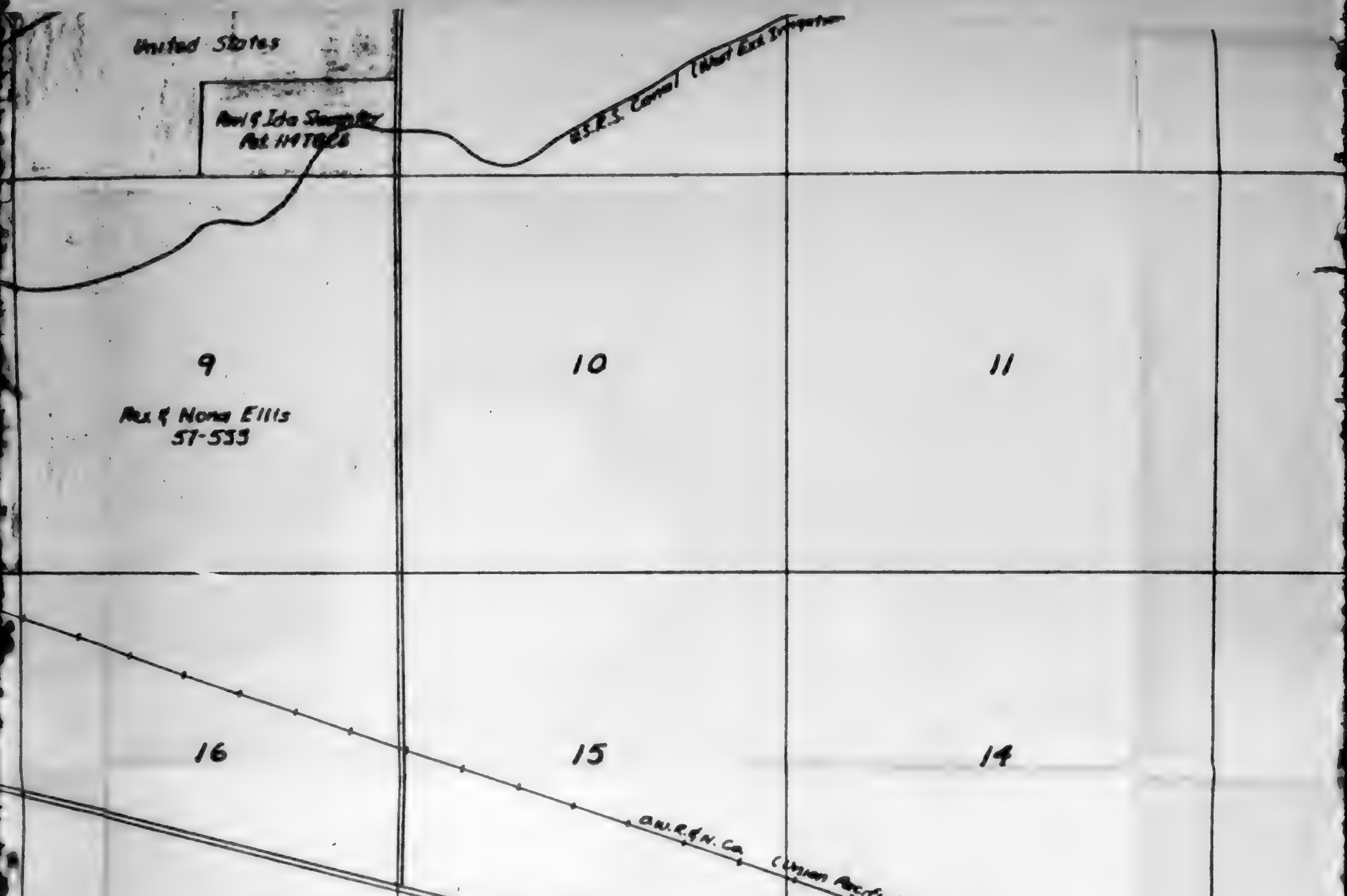
LENGTH OF SECTION 7.90 MILES

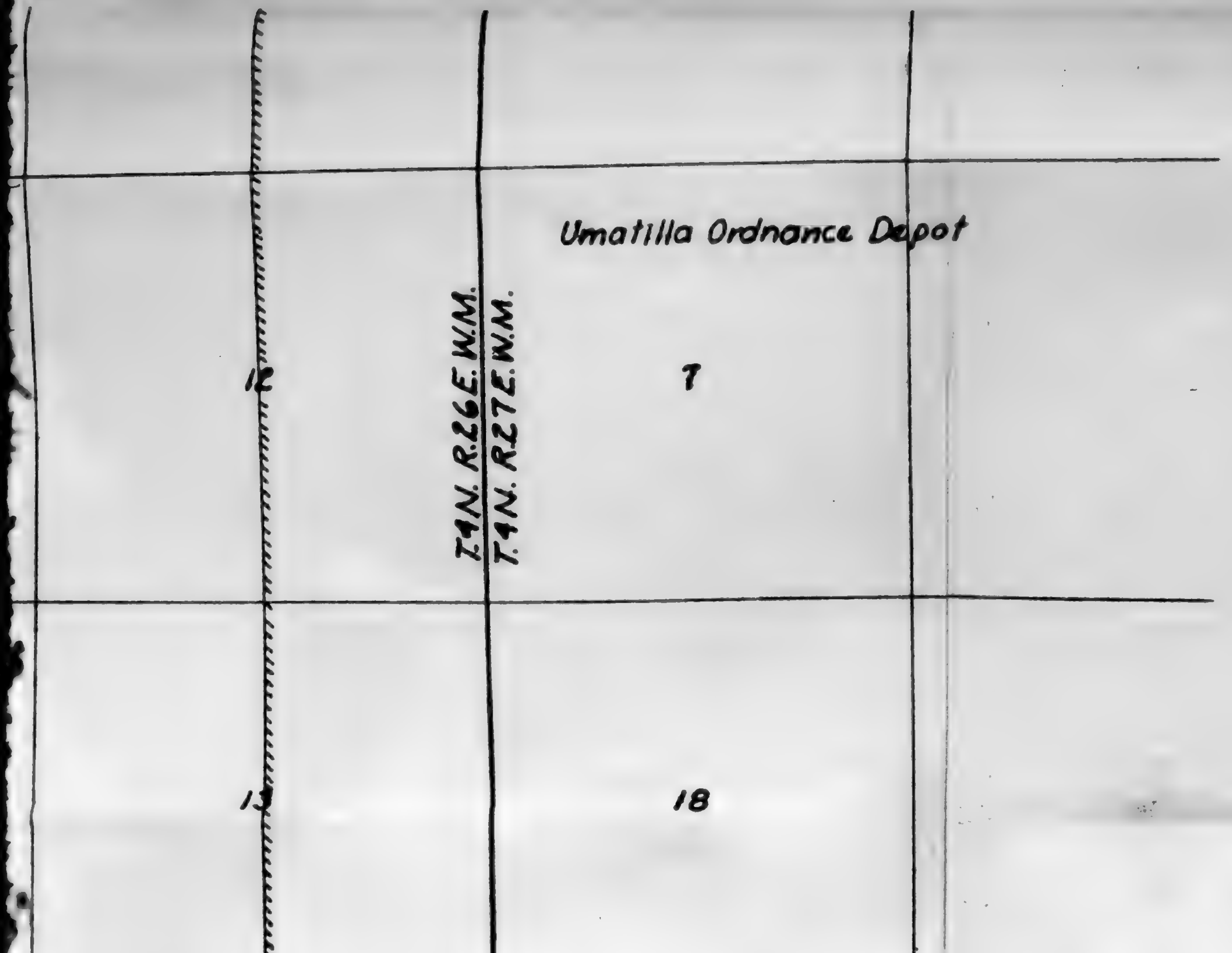
LOWELL M. STRATTON, RES. ENGR. OCTOBER 1959

1959

To Boardman
To Boardman
To Boardman
To The Dalles Dam
United States
BEGINNING OF PROJECT
Sta. 75+40 M.P. 0
24


United States
United St
12
States
U-111
Northern Pacific Railway Co.
X-63
7
8
United States
9
Rex & Nona
57-55
Fred & Charlotte Andrews ½
& Jas. Andrews ½ 52-930
17
18
United States
16
13
58-52
24
19
Fred & Charlotte Andrews ½
Jas. Andrews ½
52-930
20
21
County Road


United States
Paul & Ida Stampfler
Pat. 1147826
U.S.R.S. Canal (West End Irrigation)
9
10
11
Rex & Nona Ellis
57-533
16
15
14
O.W.R.&N. Co. (Union Pacific)
U.S. 30
Old Oregon Trail Highway
21
22
23


Umatilla Ordnance Depot
T.4N. R.26E. W.M.
T.4N. R.27E. W.M.
12
7
13
18
To Hinkle
To Ordnance
19
24

9

RECEIVED
FEB 23 1961

FORM E-30 50M 7-60 29305

FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1961

SUBJECT: Throughway Agreement
Boardman Junction-Irrigon Section
Old Oregon Trail Hwy. No. 6 and
Columbia River Hwy. No. 2
Morrow County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

Attached hereto are six copies of the above-entitled agreement, prepared in response to your request of December 29, 1960. It is understood County and City Relations will furnish the necessary map exhibits.

Additional copies of the agreement are available in this office.

Leonard W. Pearlman
LEONARD W. PEARLMAN
Staff Attorney

LWP:bjk
Attachments (6)

2 copies picked up
by John Graham –
County - City Relations
1-9-61 - Ben P.

RECEIVED
JAN 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
JAN 10 1961
ENGINEER
COUNTY & CITY RELATIONS

9

RECEIVED
JAN 10 1961
FOR FILING

FORM E-30 50M, 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1960

SUBJECT: Construction Agreement
Boardman Junction-Irrigon Section
Columbia River Highway
City of Irrigon

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

Attached hereto are six copies of the above-entitled agreement, prepared in response to your request of December 23, 1960. It is understood that County and City Relations will furnish the map exhibits.

Additional copies of the agreement are available in this office.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:bjk
Attachments (6)
cc: L. I. Lindas

NOTED
G. S. PAXSON

RECEIVED
DEC 29 1960
OFFICE OF
[illegible] ENGINEER

RECEIVED
JAN - 5 1961
FOR FILING

7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1960

SUBJECT: Throughway Agreement
Boardman Junction-Irrigon Section
Old Oregon Trail Hwy #6 and
Columbia River Hwy. #2

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

C. G. Swenson
C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

APPROVED
Asst. Cons. Engr.

G. S. PAXSON

RECEIVED
JAN -5 1961
FOR FILING

[illegible]

[illegible]

Salem, Oregon
December 29, 1960

Mr. L. I. Lindas
Chief Counsel
OFFICE

Throughway Agreement
Boardman Junction-Irrigon Section
Old Oregon Trail Hwy. No. 6 and
Columbia River Hwy. No. 2
Morrow County

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division.

G. S. Paxson
Assistant State Highway Engineer

CGS:mm
Att.

cc: C. G. Swenson

AGREEMENT DRAFT, 12/27/60

THIS AGREEMENT, made and entered into this ____ day of ____, 1961, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and MORROW COUNTY, a political subdivision of the State of Oregon, by and through its ~~Board of County Com~~ County Court, hereinafter called "County";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon and for the promotion of the safe and expeditious flow of traffic, State and County plan and propose to construct the Boardman Junction-Irrigon Section of the Old Oregon Trail and Columbia River Highways, State Primary Highways Nos. 6 and 2 respectively, as a throughway as that term is defined in ORS 374.010. Hereinafter, all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, ORS 374.075, and ORS 374.080, State and County may enter into agreements for the construction, reconstruction, improvement, or repair of any throughway, road, highway, or street.

3. Pursuant to ORS 374.060 and ORS 374.065, State is empowered, with the official approval of County, to close any street, highway, or road of the county at or near its point of intersection with the throughway, or to make provision for the

carrying of the street or road over or under the throughway, or may provide a connection with the throughway by means of a utility or service road to a suitable point of connection, and do any and all work on said streets, highways, or roads as is necessary therefore. ORS 374.065 further provides that after the establishment of the throughway, no county road shall be constructed running into or intersecting the throughway unless the plans and specifications have first been submitted to and approved in writing by State.

4. Pursuant to ORS 366.320(3), all rights of way owned or held by County over or along any roads adopted as state highways are vested in State.

5. NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain the necessary right of way by purchase or otherwise, let and award all contracts, and supervise construction of the project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a map of two pages showing the general plans and location of said project.

2. State shall construct and thereafter maintain the Boardman Junction Interchange as shown colored in green on sheet no. 4 of the attached Exhibit "A."

3. State shall construct and thereafter maintain the Patterson Road Channelization as shown colored in green on

sheet no. 12 of the attached Exhibit "A."

4. State shall relocate and construct a portion of the Bombing Range County Road with a connection to the Boardman Junction Interchange on the southerly side of the throughway as shown colored in orange on sheet no. 4 of the attached Exhibit "A." Upon completion, County is to maintain said connection.

5. State shall construct a frontage road along the northerly side of the throughway from a point opposite to and northerly from Highway Engineer's Station 259 easterly to a point opposite to and northerly from Highway Engineer's Station "L" 111+30 as shown colored in orange on sheet no. 4 of the attached Exhibit "A." Upon completion, County is to maintain said frontage road.

6. State shall reconstruct Patterson Ferry Road as necessary to make connections to the channelization described in paragraph 3 above and approximately as shown colored in orange and green on sheet no. 12 of the attached Exhibit "A." Upon completion, County is to maintain the portion of said road shown colored in orange.

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, approves the general plan attached hereto, marked Exhibit "A," and all of the provisions set forth under THINGS TO BE DONE BY STATE.

2. County agrees, upon completion of the project, to assume maintenance of and jurisdiction over the constructed and reconstructed portions of county roads as described and set forth in paragraphs 4 and 6 under THINGS TO BE DONE BY STATE.

3. County, upon completion of the frontage road described

in paragraph 5 under THINGS TO BE DONE BY STATE, agrees to assume jurisdiction and maintenance of said frontage road at its sole expense.

4. County consents to the closure of that certain road as described in paragraph ~~7~~ 4 under THINGS TO BE DONE BY STATE.

5. County agrees that no county roads will be constructed running into or intersecting the said throughway without the written approval of State.

6. County agrees to execute this agreement during a duly authorized session of its County Court.

7. County acknowledges the effect and scope of ORS 366.320(3) and, pursuant thereto, consents to the vesting in State of those portions of right of way of the county within the right of way boundary lines of the throughway.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
Asst. State Hwy. Engineer

APPROVED AS TO FORM:

____
Chief Counsel

ATTEST:

____
County Clerk

STATE OF OREGON, by and through
its State Highway Commission

By______________________________
Chairman

By______________________________
Commissioner

By______________________________
Commissioner

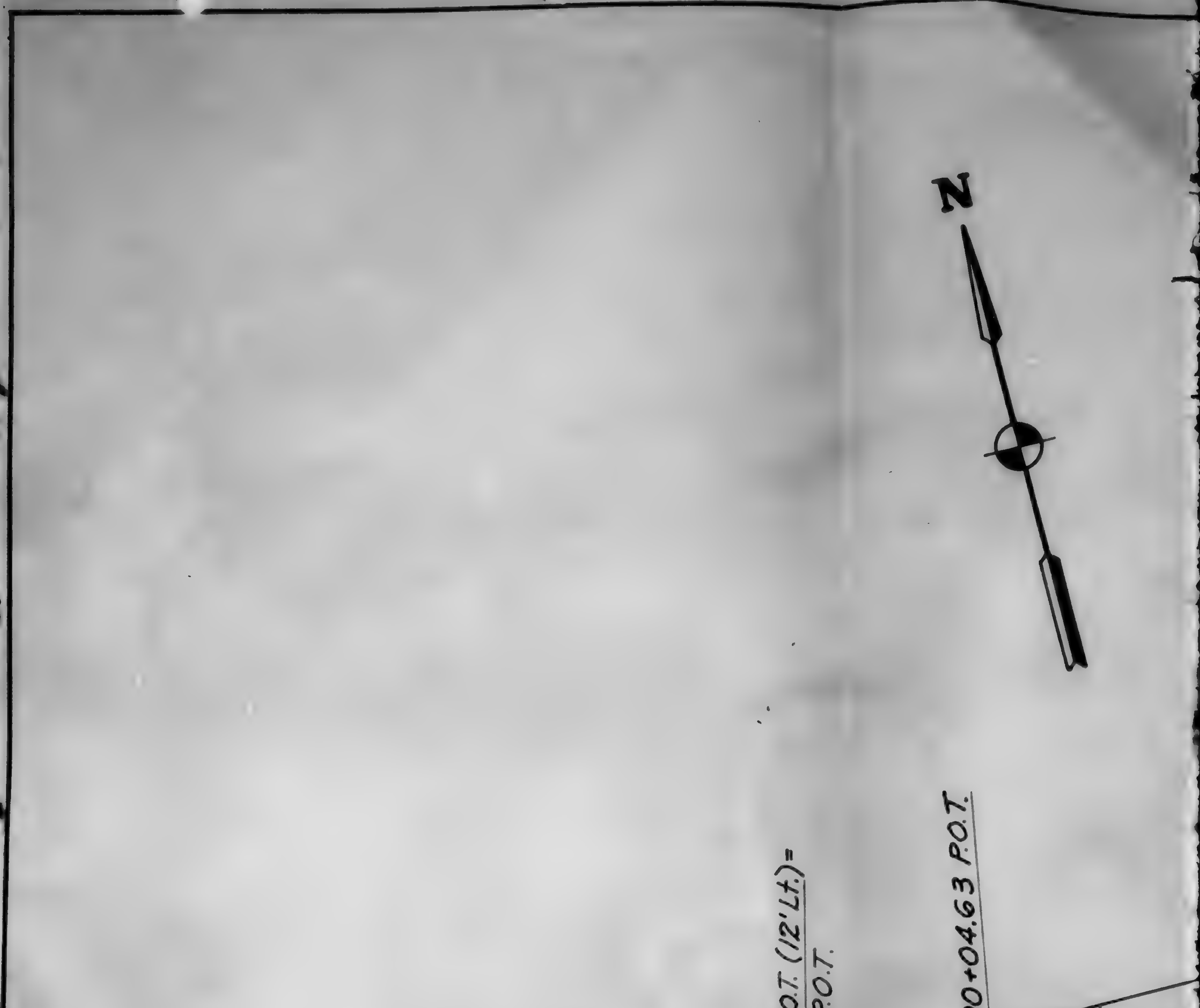
MORROW COUNTY, by and through
its County Court

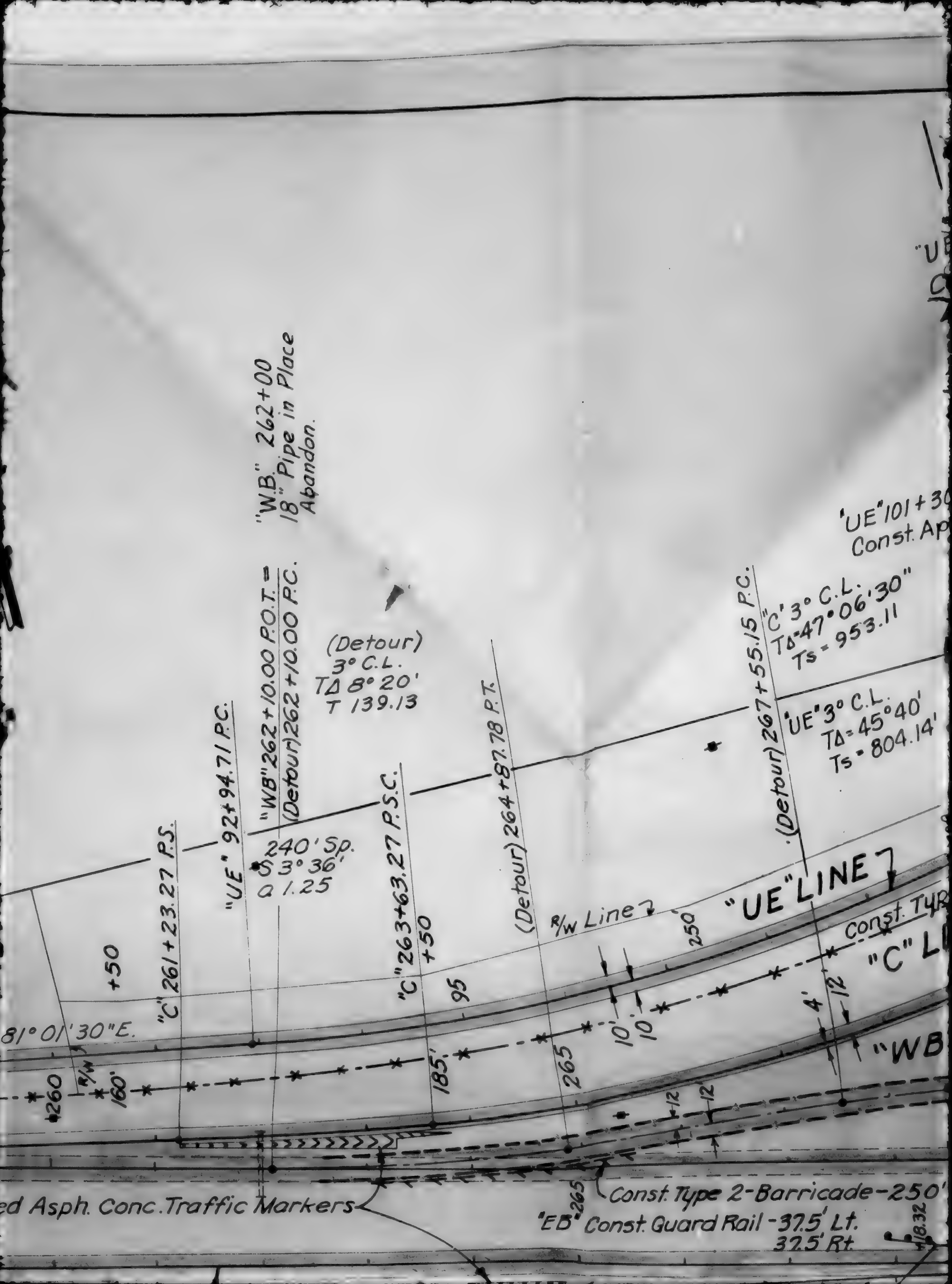
By______________________________
County Judge

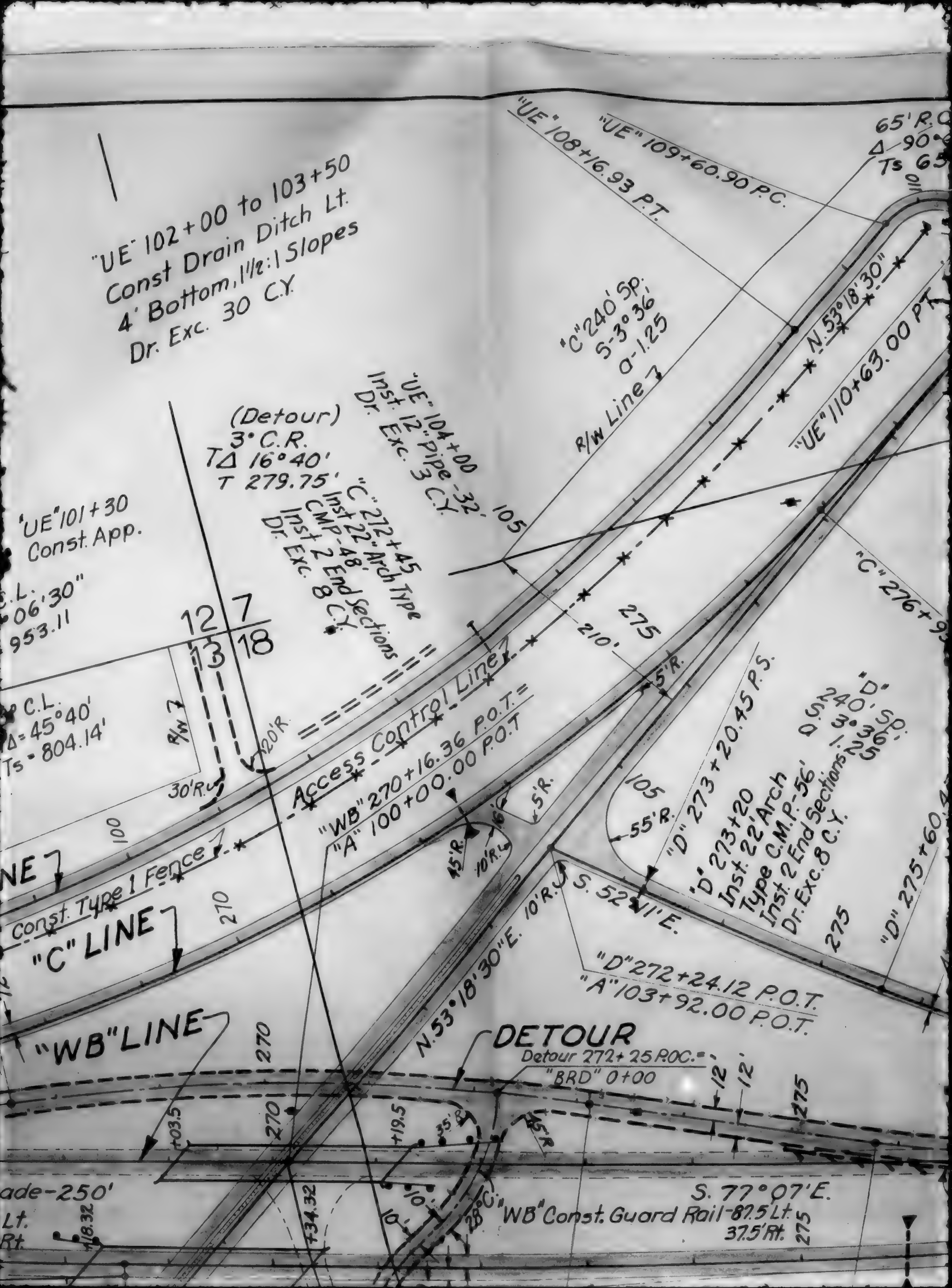
By______________________________
County Commissioner

By______________________________
County Commissioner

HSC:mm


N
"WB" 257+51.51 P.O.T. (12' Lt.) =
"C" 257+51.51 P.O.T.
"UE" 90+04.63 P.O.T.
S. 81° 01' 30
R/W Line
255
12'
12'
12'
260
S. 79° 35' E.
100'
Const. Type "L" Raised Asph
12'
12'


"UE
"W.B." 262+00
18" Pipe in Place
Abandon.
"UE" 101+30
Const. Ap
"WB" 262+10.00 P.O.T. =
(Detour) 262+10.00 P.C.
(Detour)
3° C.L.
TΔ 8° 20'
T 139.13
(Detour) 267+55.15 P.C.
"C" 3° C.L.
TΔ=47°06'30"
Ts = 953.11
"UE" 3° C.L.
TΔ=45°40'
Ts = 804.14'
"UE" 92+94.71 P.C.
"C" 261+23.27 P.S.
240' Sp.
S 3° 36'
a 1.25
"C" 263+63.27 P.S.C.
(Detour) 264+87.78 P.T.
"UE" LINE
R/W Line
250
Const. Typ
"C" L
+50
+50
95
81° 01' 30" E.
R/W
160'
260
185'
265
10'
10'
4'
12'
"WB
12
12
265
Const. Type 2-Barricade-250'
ed Asph. Conc. Traffic Markers
"EB" Const. Guard Rail - 37.5' Lt.
37.5' Rt.
18.32


"UE" 102+00 to 103+50
Const Drain Ditch Lt.
4' Bottom, 1½:1 Slopes
Dr. Exc. 30 C.Y.
"UE" 108+16.93 P.T.
"UE" 109+60.90 P.C.
65' R.C
Δ 90°
Ts 65
"C" 240' Sp.
S-3°36'
a-1.25
R/W Line
"UE" 104+00
Inst. 12" Pipe-32'
Dr. Exc. 3 C.Y.
(Detour)
3° C.R.
TΔ 16°40'
T 279.75'
"C" 272+45
Inst 22" Arch Type
CMP-48'
Inst 2 End Sections
Dr. Exc. 8 C.Y.
105
N.53°18'30"
"UE" 110+63.00 PT.
"UE" 101+30
Const. App.
C.L.
06'30"
953.11
12 7
13 18
C.L.
Δ=45°40'
Ts=804.14'
R/W
20'R.
30'R.
100
NE
Access Control Line
"WB" 270+16.36 P.O.T.=
"A" 100+00.00 P.O.T.
210'
275
5'R.
"C" 276+9
Const. Type 1 Fence
270
"C" LINE
15'R.
10'R.
6'
5'R.
105
55'R.
"D" 273+20.45 P.S.
"D" 240' Sp.
D.S. 3°36'
1.25
"D" 273+20
Inst. 22' Arch
Type C.M.P.-56'
Inst. 2 End Sections
Dr. Exc. 8 C.Y.
275
"D" 275+60.4
10'R.
S. 52°11'E.
N.53°18'30"E.
"D" 272+24.12 P.O.T.
"A" 103+92.00 P.O.T.
"WB" LINE
270
DETOUR
Detour 272+25 P.O.C.=
"BRD" 0+00
12'
12'
275
+03.5
270
+19.5
35'R.
15'R.
ade-250'
Lt.
Rt.
+18.32
+34.32
10'
10'
28°C.
S. 77°07'E.
"WB" Const. Guard Rail-87.5 Lt.
37.5' Rt.
275

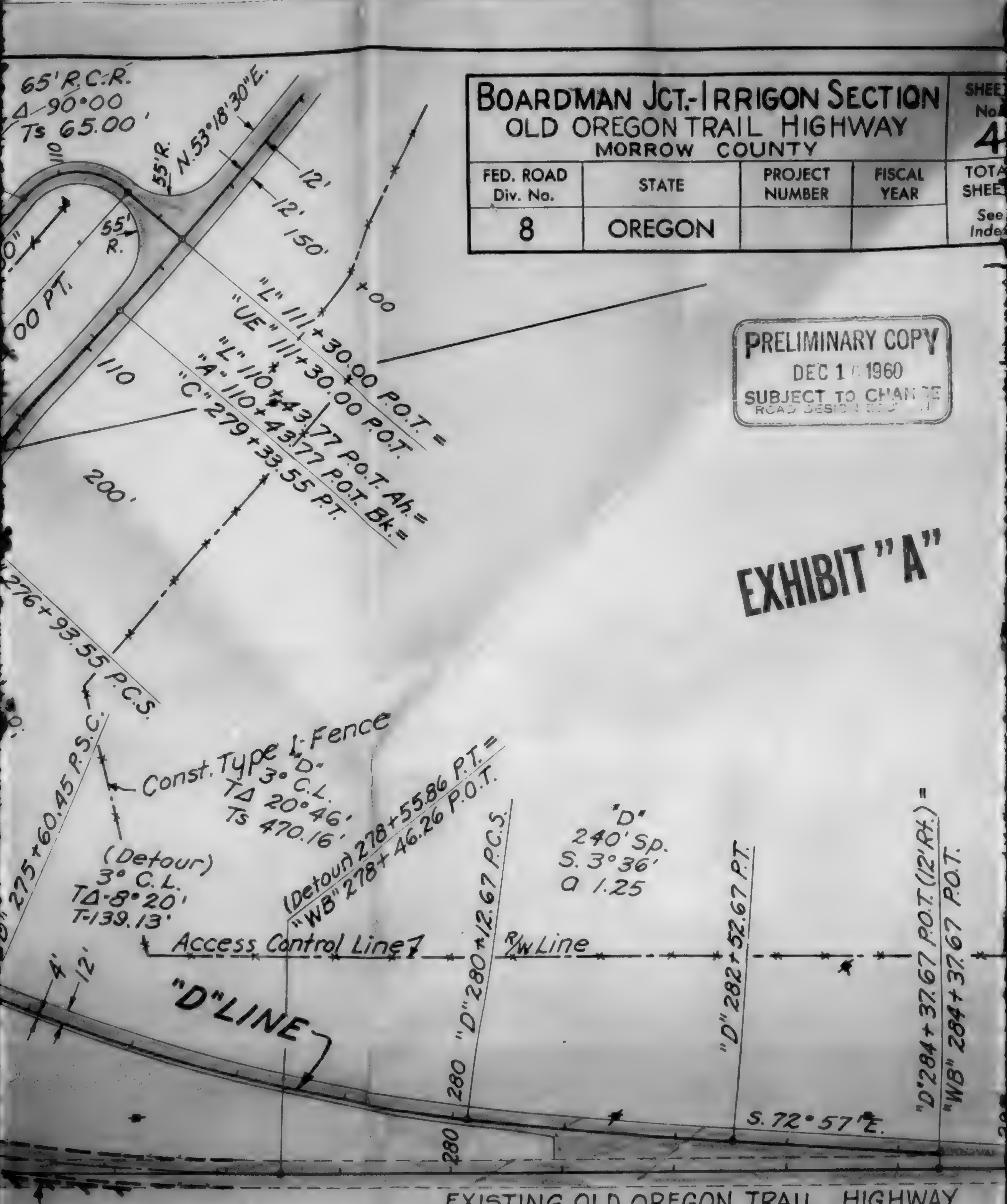
BOARDMAN JCT.-IRRIGON SECTION
OLD OREGON TRAIL HIGHWAY
MORROW COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTA SHEE
8	OREGON			See Inde

SHEE No. 4

PRELIMINARY COPY
DEC 1[illegible] 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION

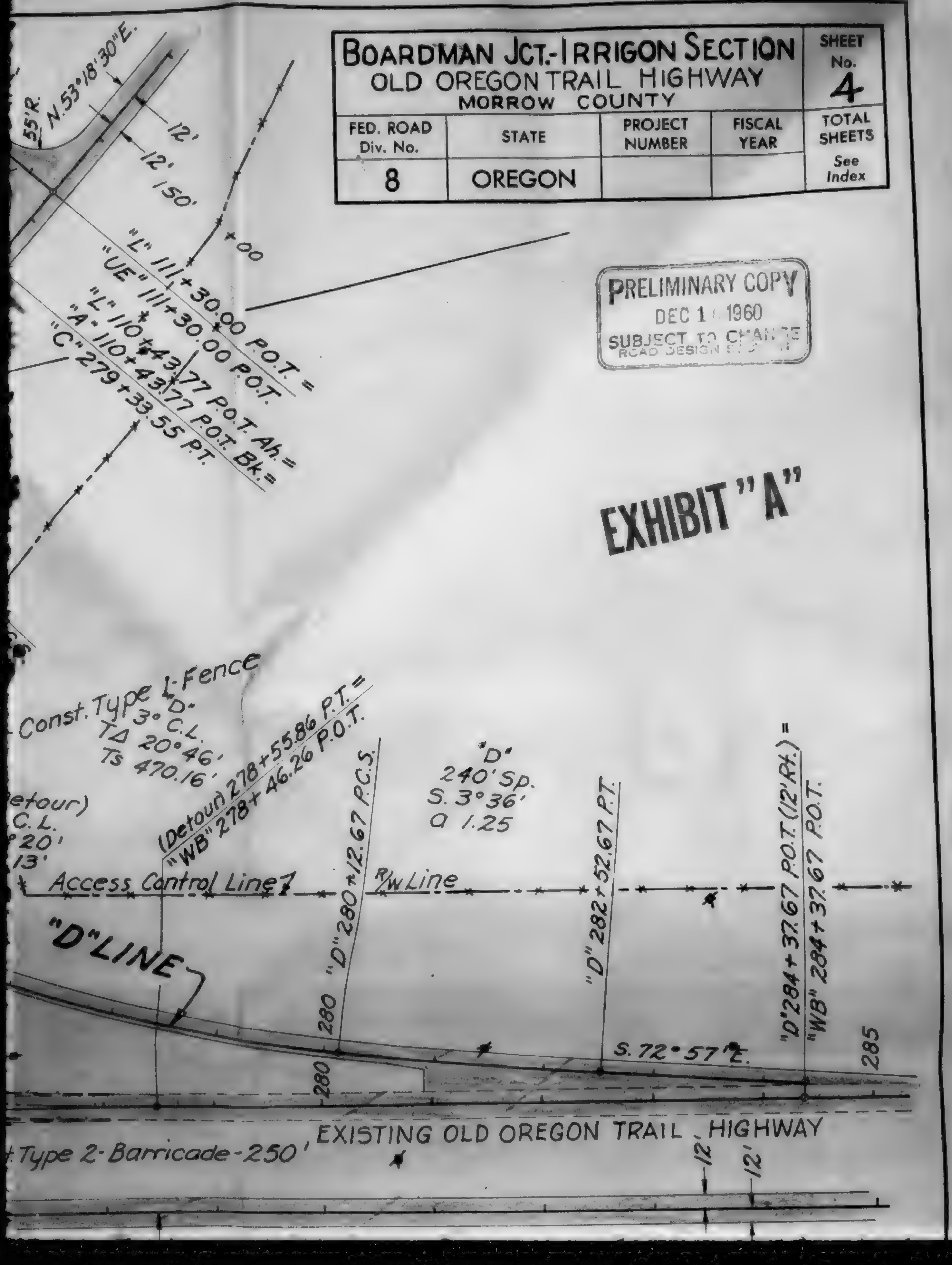
EXHIBIT "A"

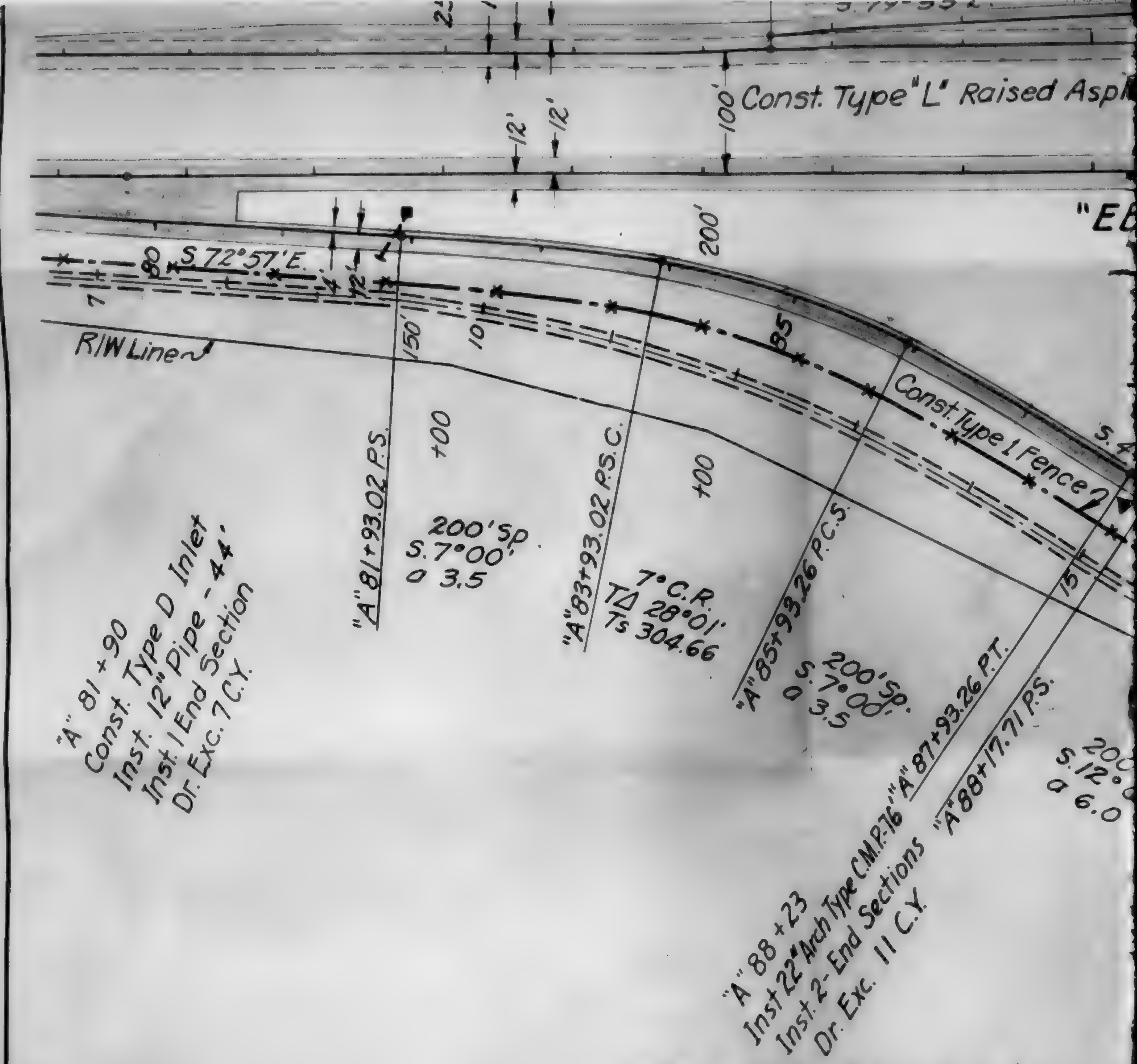


BOARDMAN JCT.-IRRIGON SECTION OLD OREGON TRAIL HIGHWAY MORROW COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

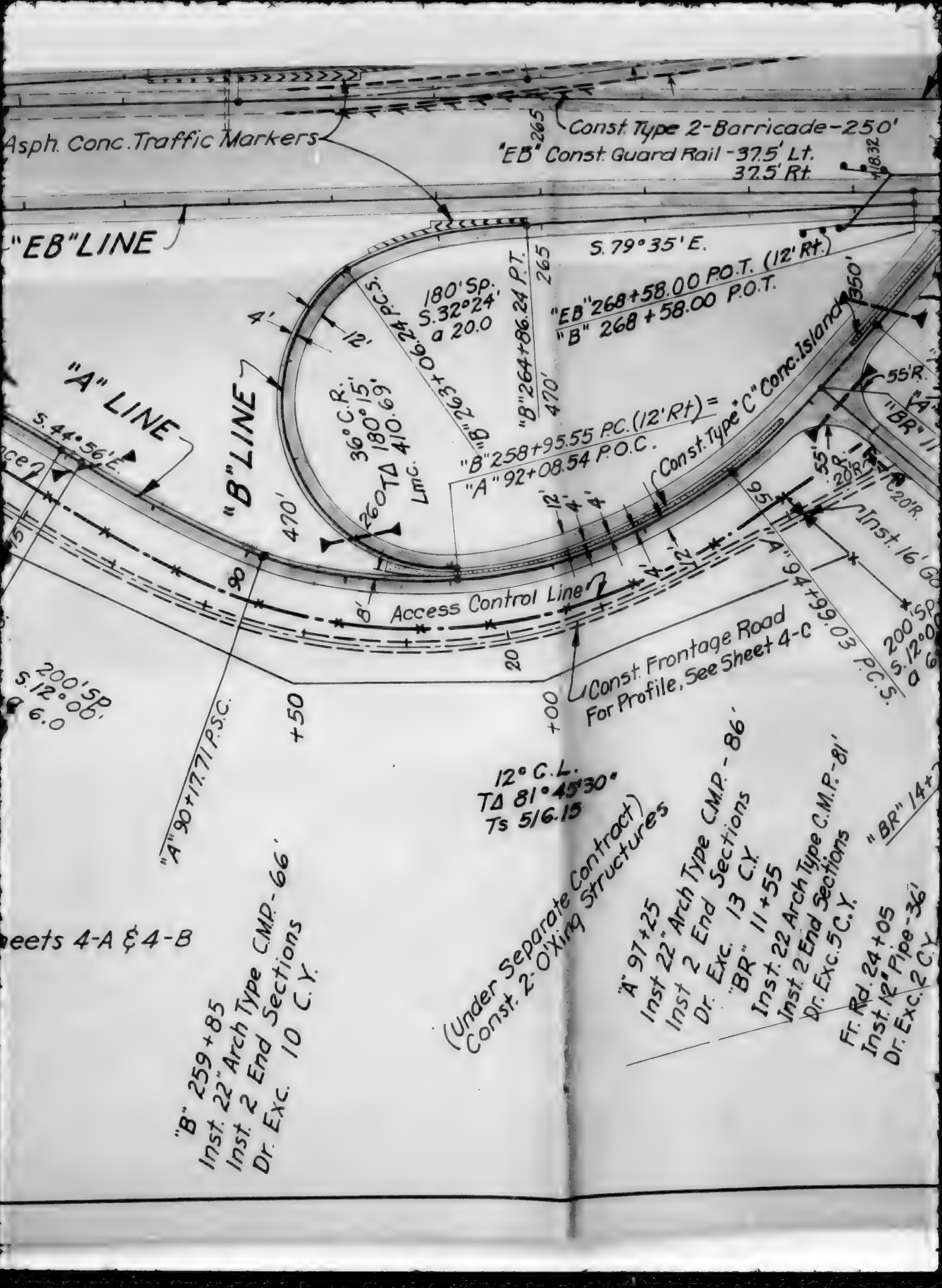
PRELIMINARY COPY
DEC 16 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION

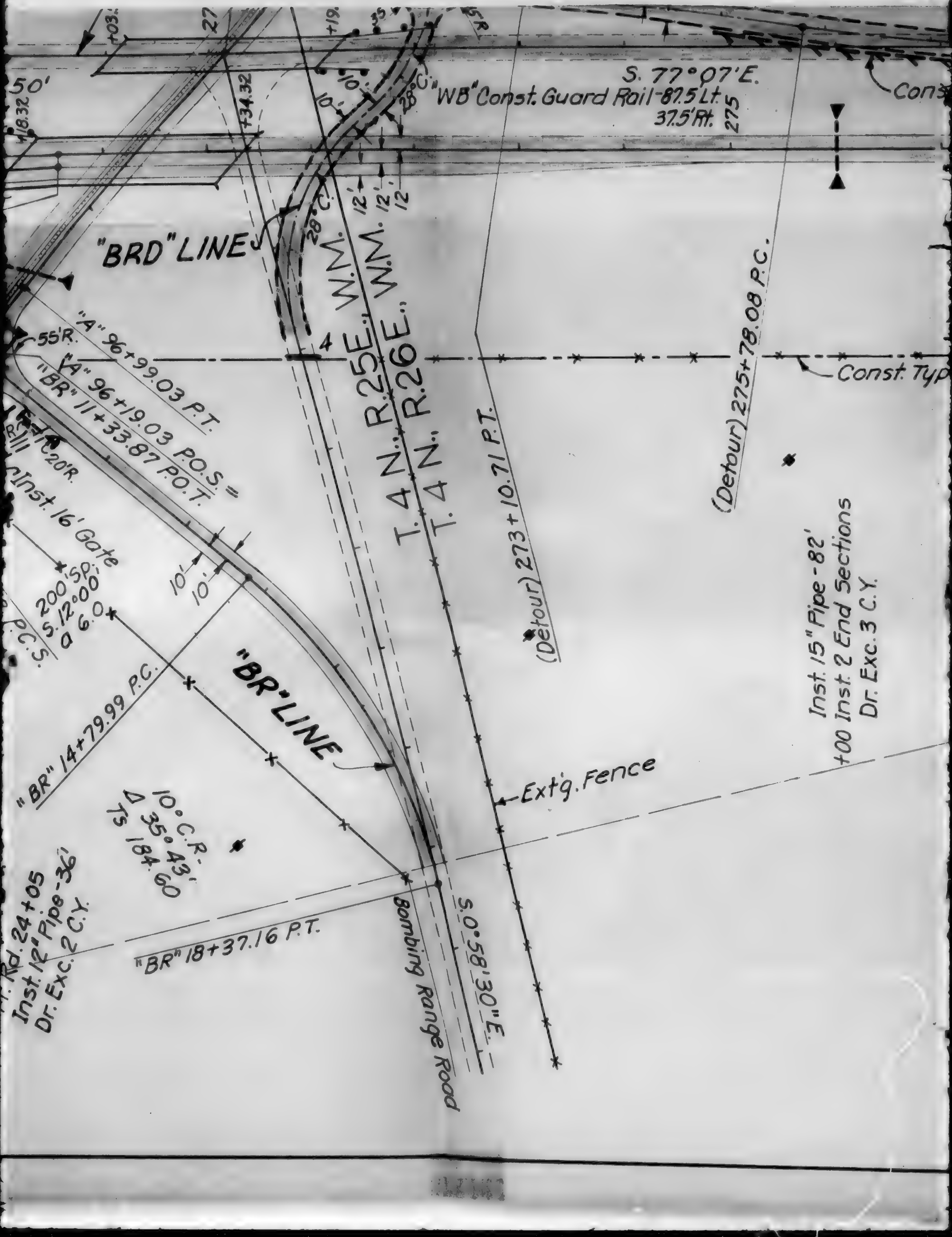
EXHIBIT "A"

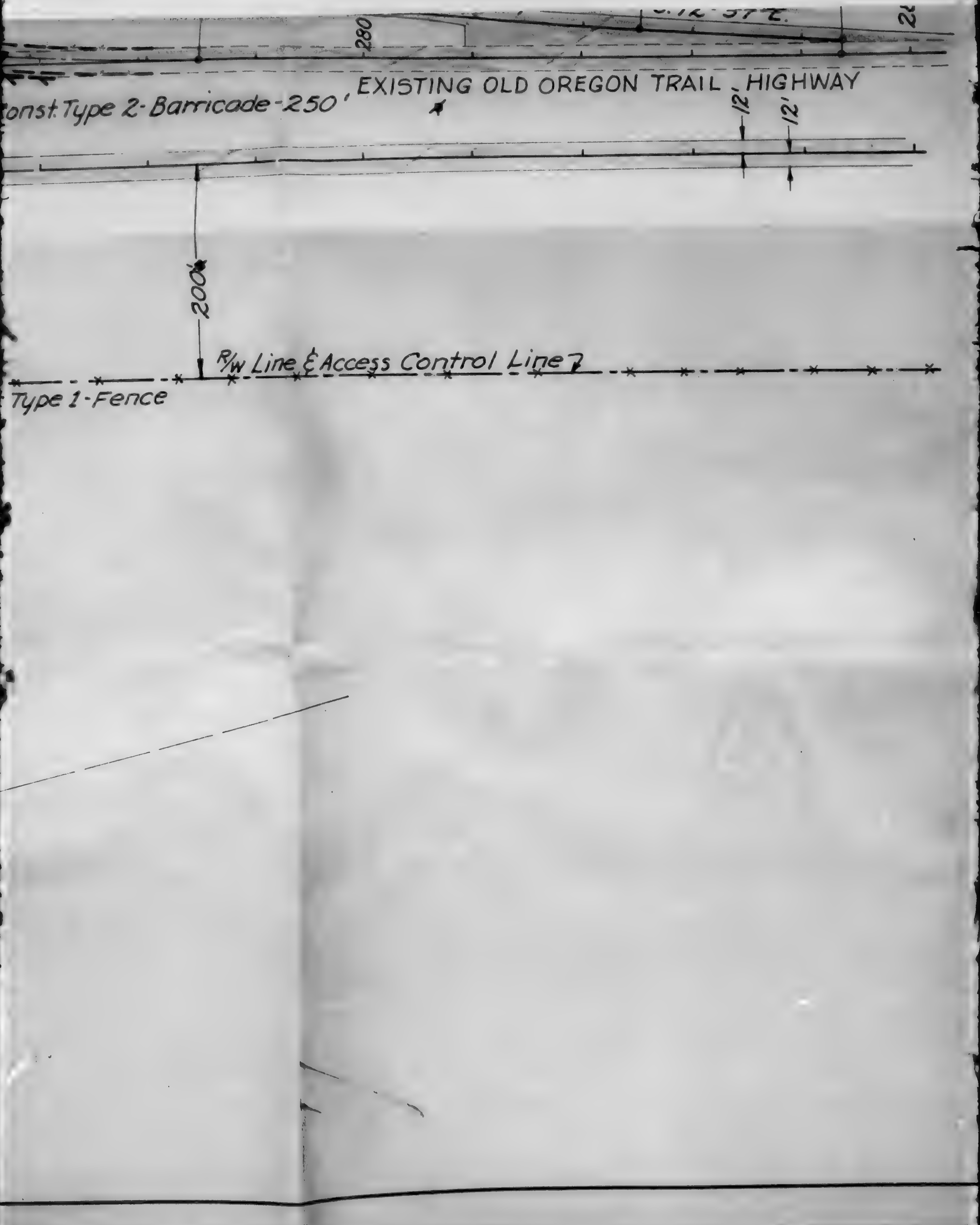


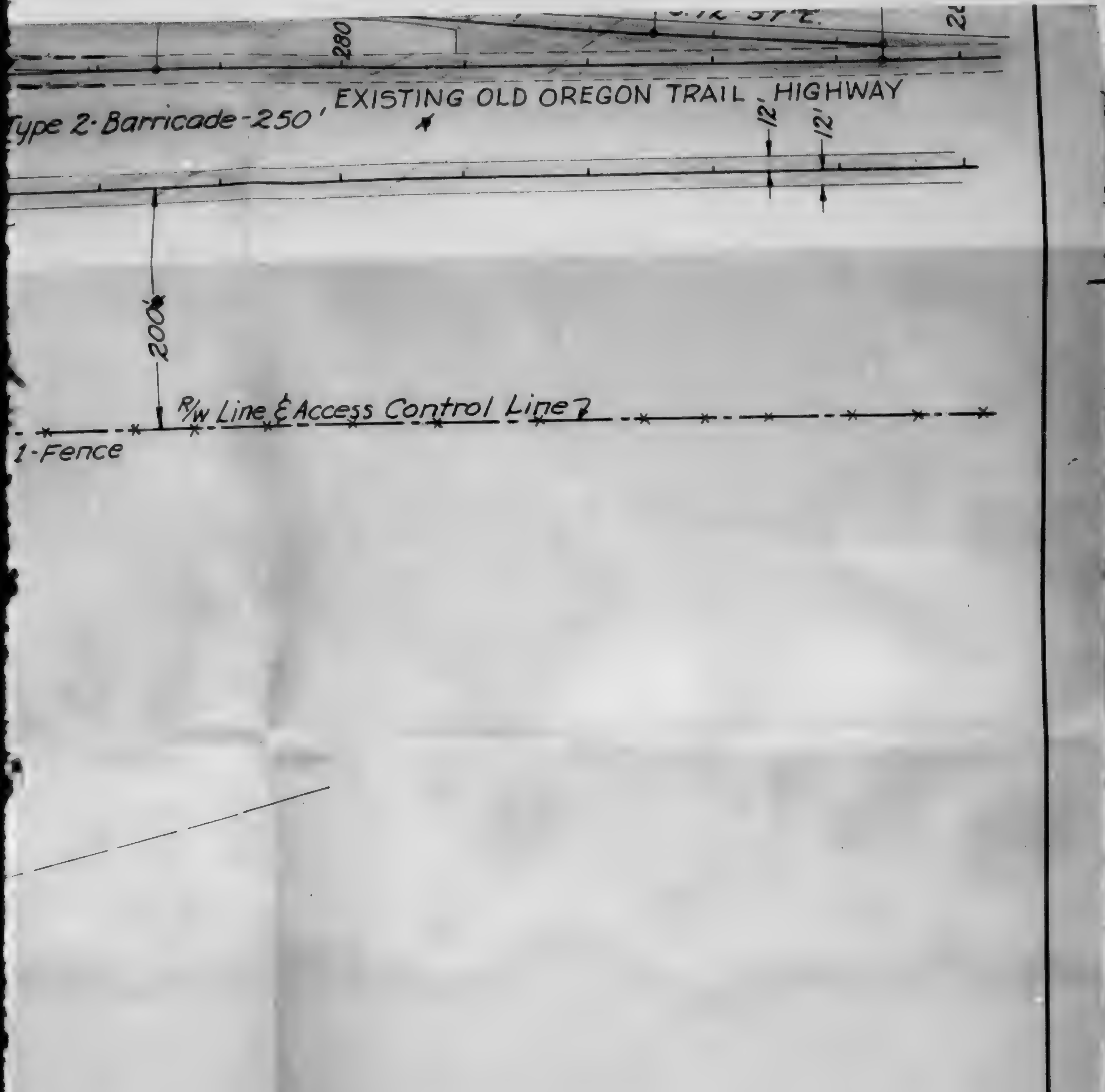


Note: For Profiles, See Sheets


Asph. Conc. Traffic Markers
Const. Type 2-Barricade-250'
"EB" Const. Guard Rail - 37.5' Lt.
37.5' Rt.
265
418.32
"EB" LINE
S. 79° 35' E.
180' Sp.
S. 32°24'
a 20.0
"B" 263+06.24 P.C.S.
"B" 264+86.24 P.T.
265
470'
"EB" 268+58.00 P.O.T. (12' Rt.)
"B" 268+58.00 P.O.T.
350'
4'
12'
"A" LINE
S. 44° 56' E.
"B" LINE
36° C.R.
TΔ 180°15'
Lmc. 410.69'
260
470'
"B" 258+95.55 P.C. (12' Rt) =
"A" 92+08.54 P.O.C.
Const. Type "C" Conc. Island
55'R.
"BR" 11
55'
20'R.
20'R.
12'
4'
4'
4'
12'
96
90
8'
Access Control Line
"A" 94+66.03 P.C.S.
Inst. 16' Ga
200' Sp.
S. 12°0
a 6
Const. Frontage Road
For Profile, See Sheet 4-C
20
+50
+00
200' SP.
S. 12°00'
a 6.0
"A" 90+17.71 P.S.C.
12° C.L.
TΔ 81°45'30"
Ts 516.15
(Under Separate Contract)
Const. 2-O'Xing Structures
"A" 97+25
Inst 22" Arch Type C.M.P. - 86'
Inst 2 End Sections
Dr. Exc. 13 C.Y.
"BR" 11+55
Inst. 22 Arch Type C.M.P.-81'
Inst. 2 End Sections
Dr. Exc. 5 C.Y.
"BR" 14+
Fr. Rd. 24+05
Inst. 12" Pipe-36'
Dr. Exc. 2 C.Y.
heets 4-A & 4-B
"B" 259+85
Inst. 22" Arch Type C.M.P. - 66'
Inst. 2 End Sections
Dr. Exc. 10 C.Y.


+03.
27
+19.
35
50'
+18.32
+34.32
10'
10'
28°C.
S. 77°07'E.
"WB" Const. Guard Rail-87.5 Lt.
37.5' Rt.
275
Cons
12'
12'
12
28°C.
"BRD" LINE
T.4N., R.25E., W.M.
T.4N., R.26E., W.M.
4
55'R.
"A" 96+99.03 P.T.
"A" 96+19.03 P.O.S.=
"BR" 11+33.87 P.O.T.
Const. Typ
(Detour) 275+78.08 P.C.
(Detour) 273+10.71 P.T.
20'R.
Inst. 16' Gate
200' Sp.
S.12°00'
a 6.0
P.C.S.
10'
10'
"BR" LINE
"BR" 14+79.99 P.C.
Inst. 15" Pipe-82'
+00 Inst. 2 End Sections
Dr. Exc. 3 C.Y.
Ext'g. Fence
10° C.R.
Δ 35°43'
Ts 184.60
Rd. 24+05
Inst. 12" Pipe-36'
Dr. Exc. 2 C.Y.
"BR" 18+37.16 P.T.
Bombing Range Road
S.0°58'30"E.


280
EXISTING OLD OREGON TRAIL HIGHWAY
onst. Type 2-Barricade-250'
12'
12'
200'
R/W Line & Access Control Line
Type 1-Fence

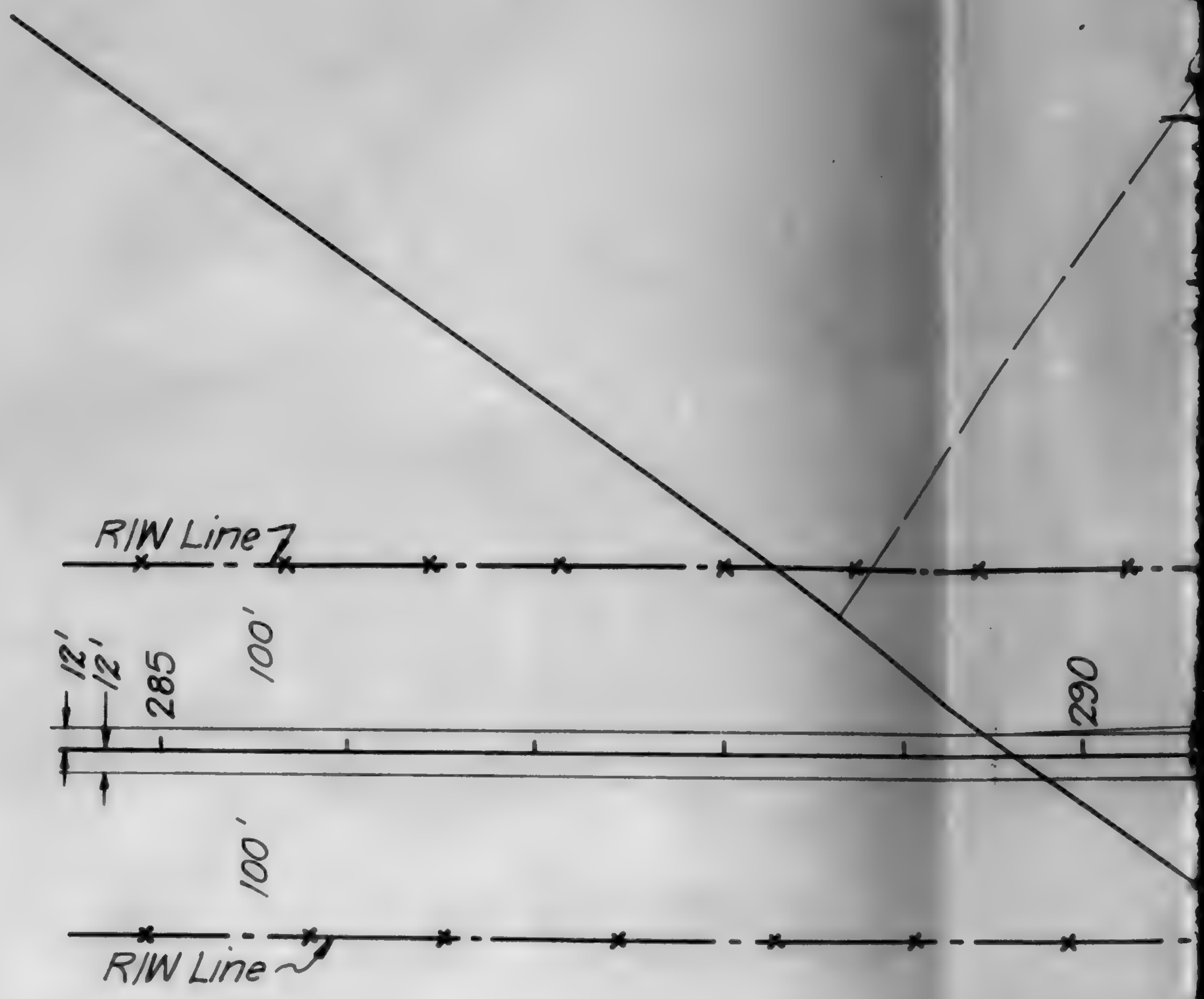

280
EXISTING OLD OREGON TRAIL HIGHWAY
Type 2-Barricade-250'
12'
12'
200'
R/W Line & Access Control Line
1-Fence

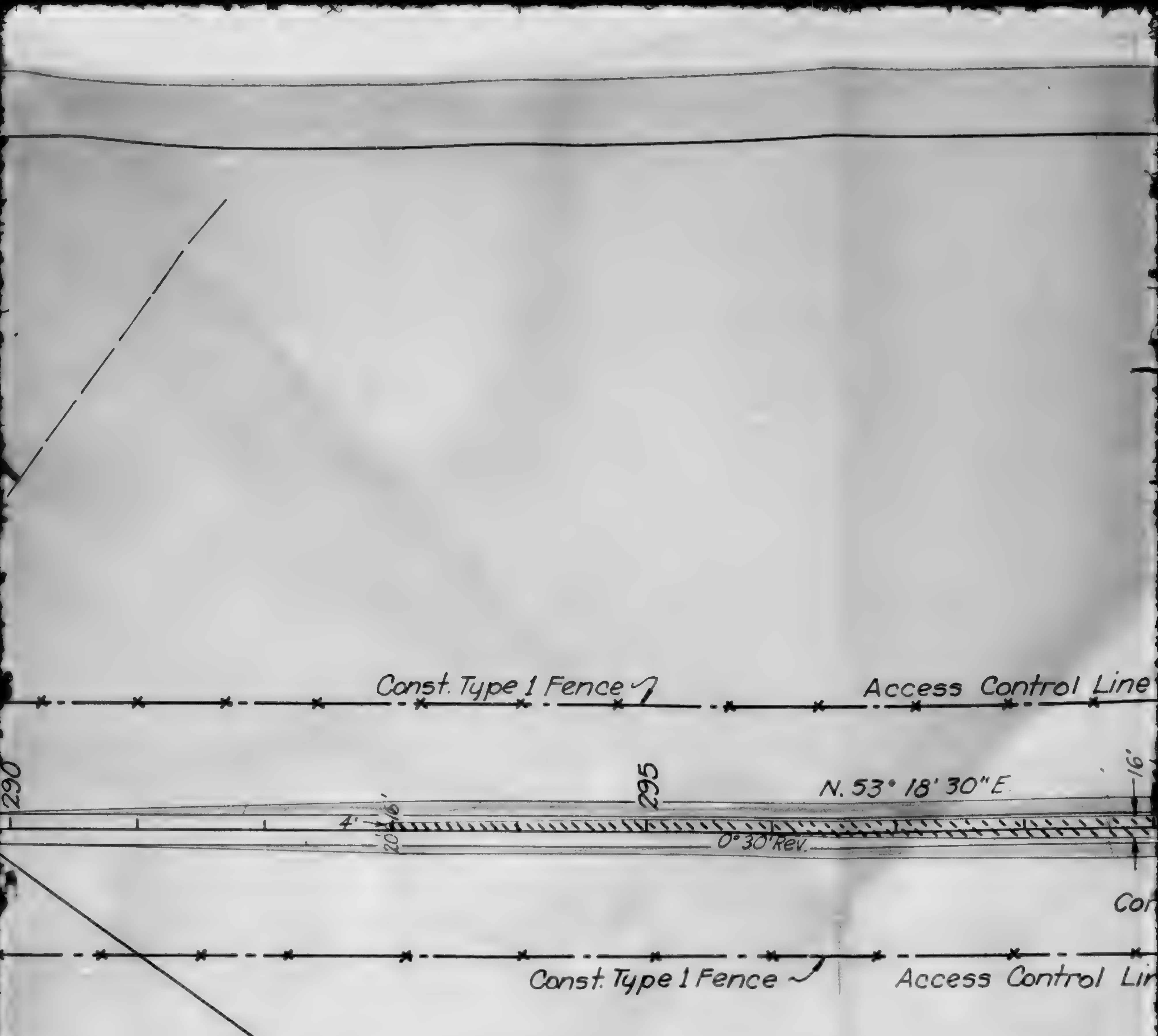
FINAL SURVEY

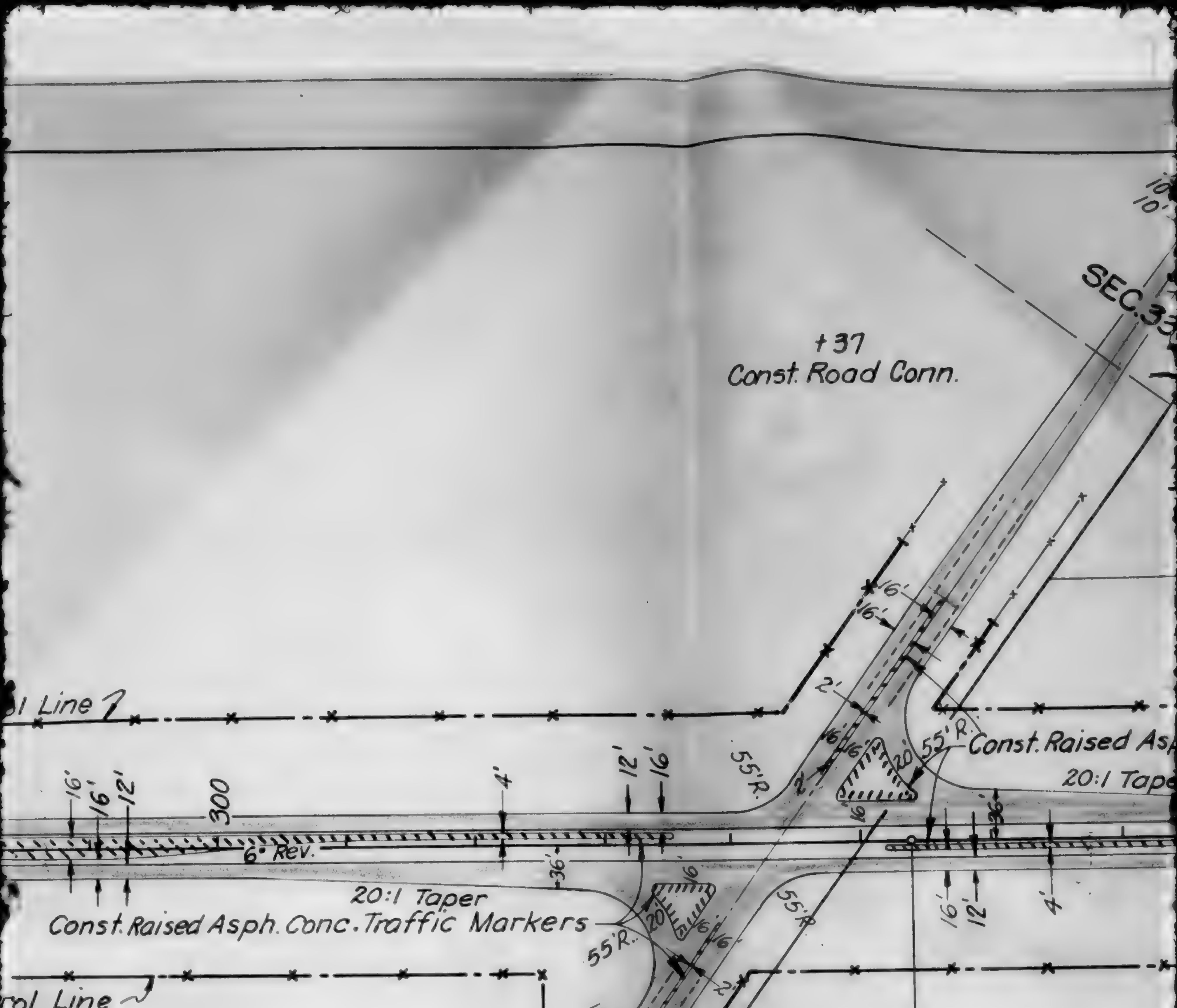
NOTE BOOK

NO.______

	BY	DATE
SURVEYED____		
PLOTTED____		
TEMPLATE____		
AREAS____		
AREAS CHECKED		



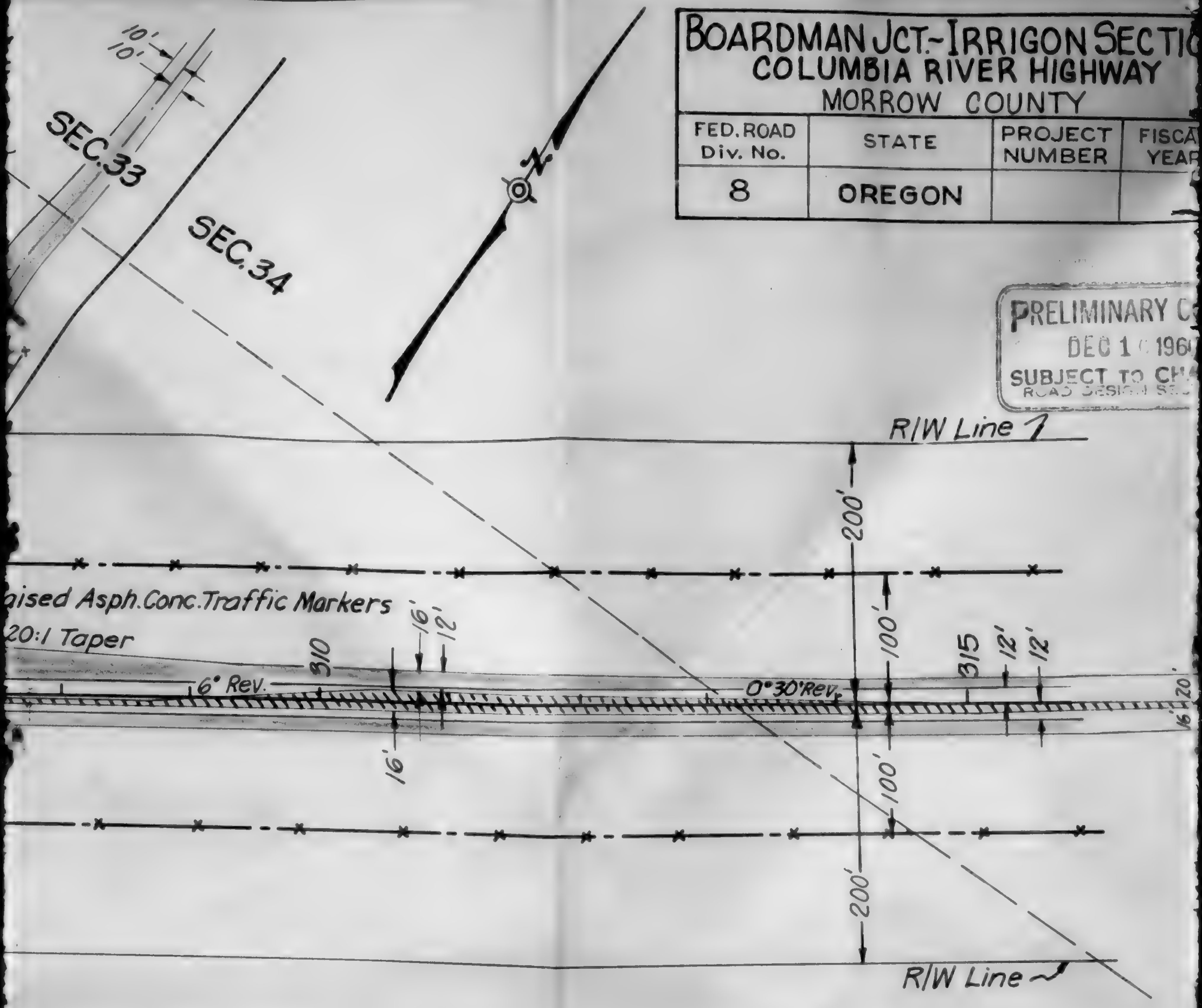

Const. Type 1 Fence
Access Control Line
290
295
N. 53° 18' 30" E
16'
4'
16'
20'
0°30' Rev.
Co
Const. Type 1 Fence
Access Control Lin
T.5 N., R.26 E., W.M.
T.4 N., R.26 E., W.M.
SEC.4
SEC.3


SEC.33
+37
Const. Road Conn.
Line
55'R.
55'R.
Const. Raised Asp
20:1 Tape
6" Rev.
20:1 Taper
Const. Raised Asph. Conc. Traffic Markers
55'R.
55'R.
rol Line
305+39.63 P.O.T. BK. =
306+39.63 P.O.T. Ah.
EQUATION
PATTERSON FERRY RD.
+37
Const. Road Conn.

BOARDMAN JCT.-IRRIGON SECTIO
COLUMBIA RIVER HIGHWAY
MORROW COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCA YEAR
8	OREGON		

PRELIMINARY C
DEC 1 1960
SUBJECT TO CHA
ROAD DESIGN SEC

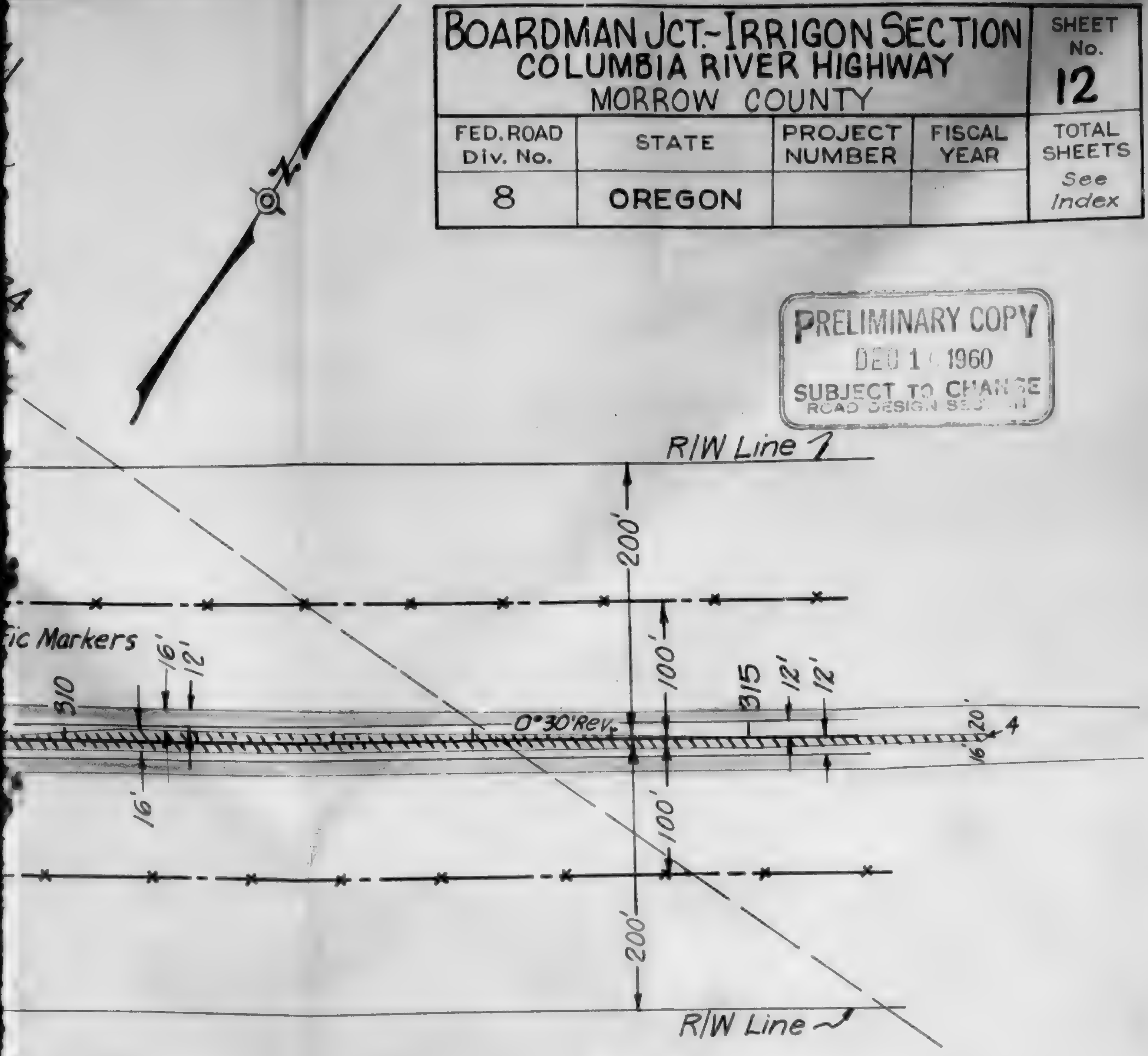


BOARDMAN JCT.-IRRIGON SECTION
COLUMBIA RIVER HIGHWAY
MORROW COUNTY

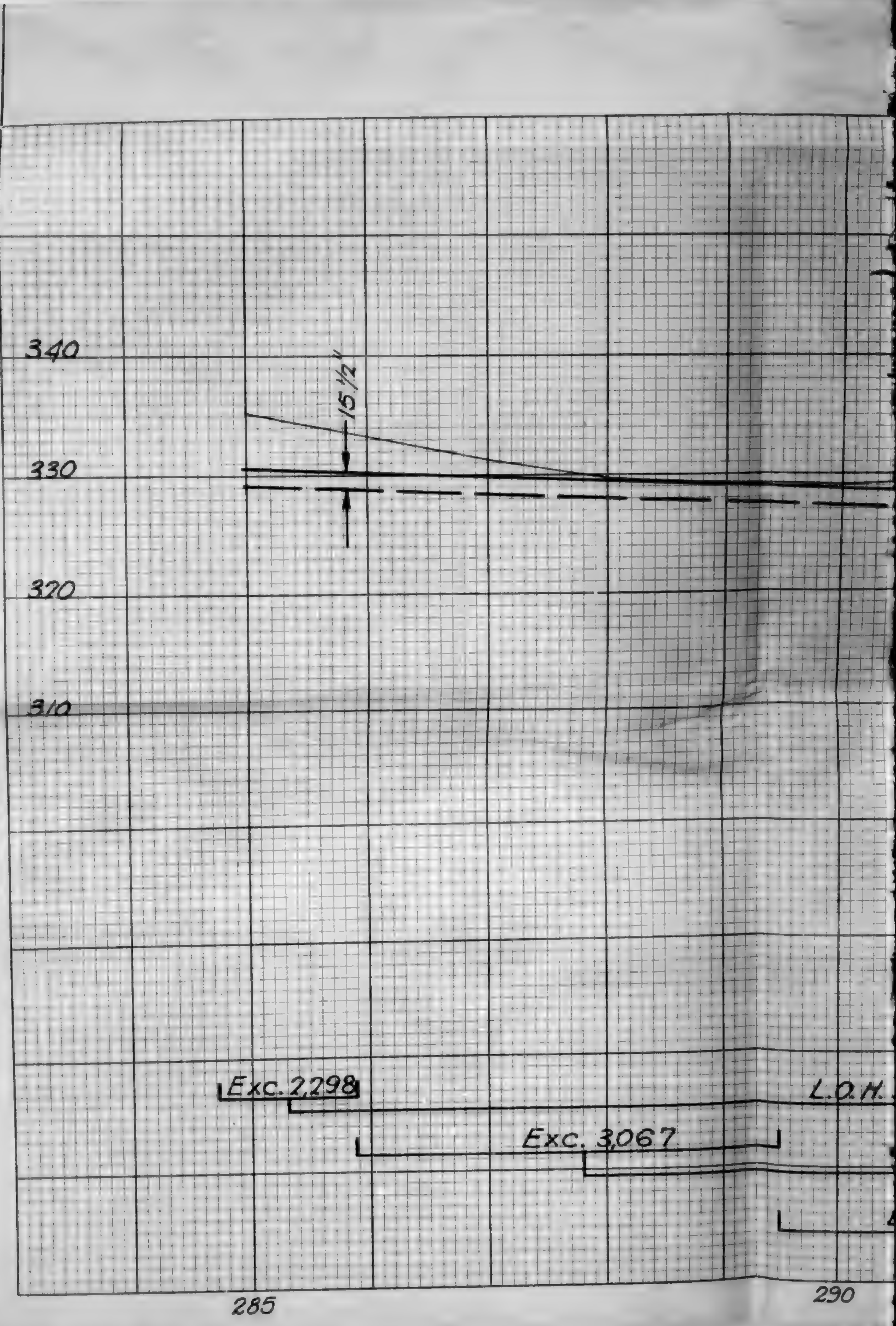
SHEET No. 12

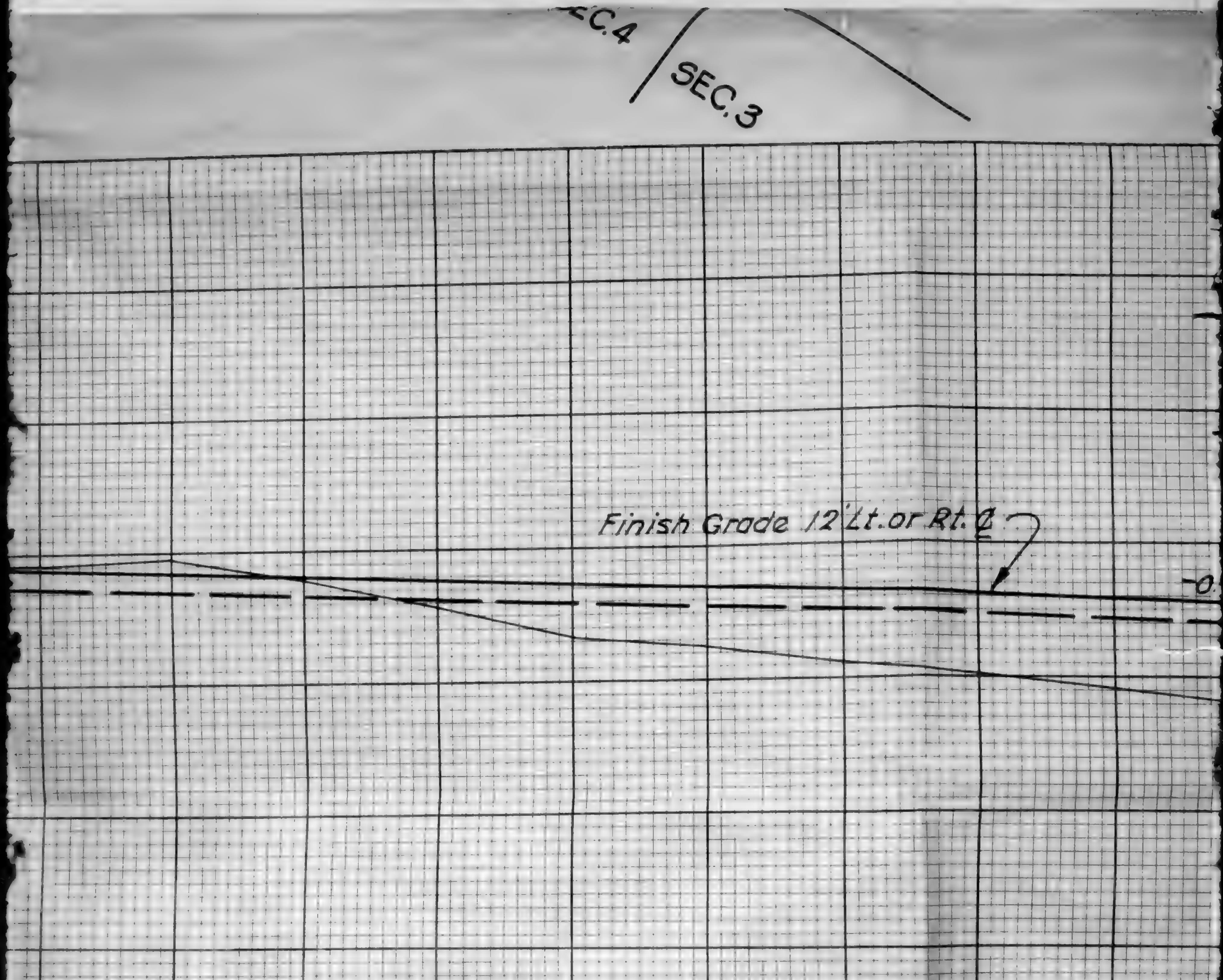
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

PRELIMINARY COPY
DEC 1[illegible] 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION

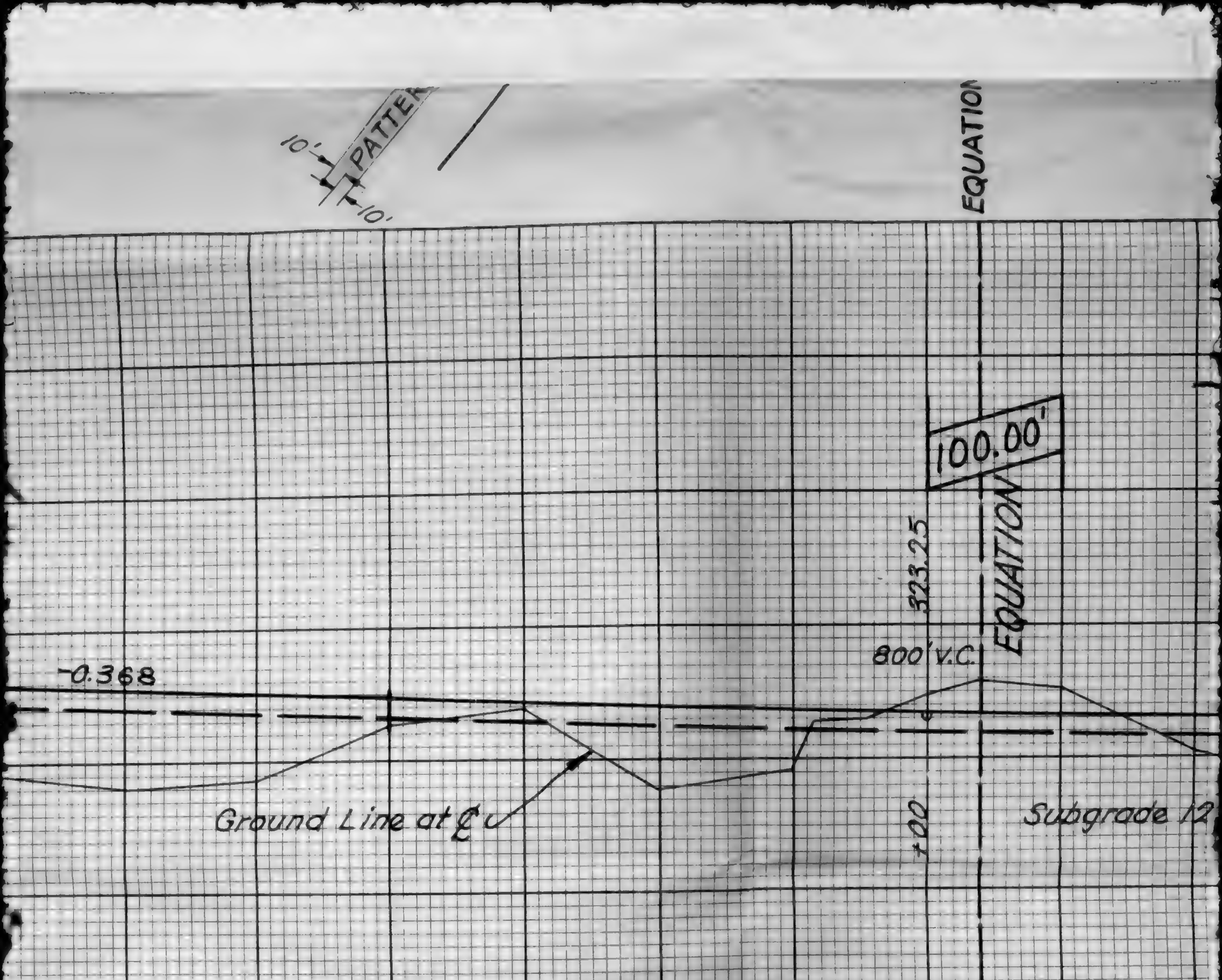


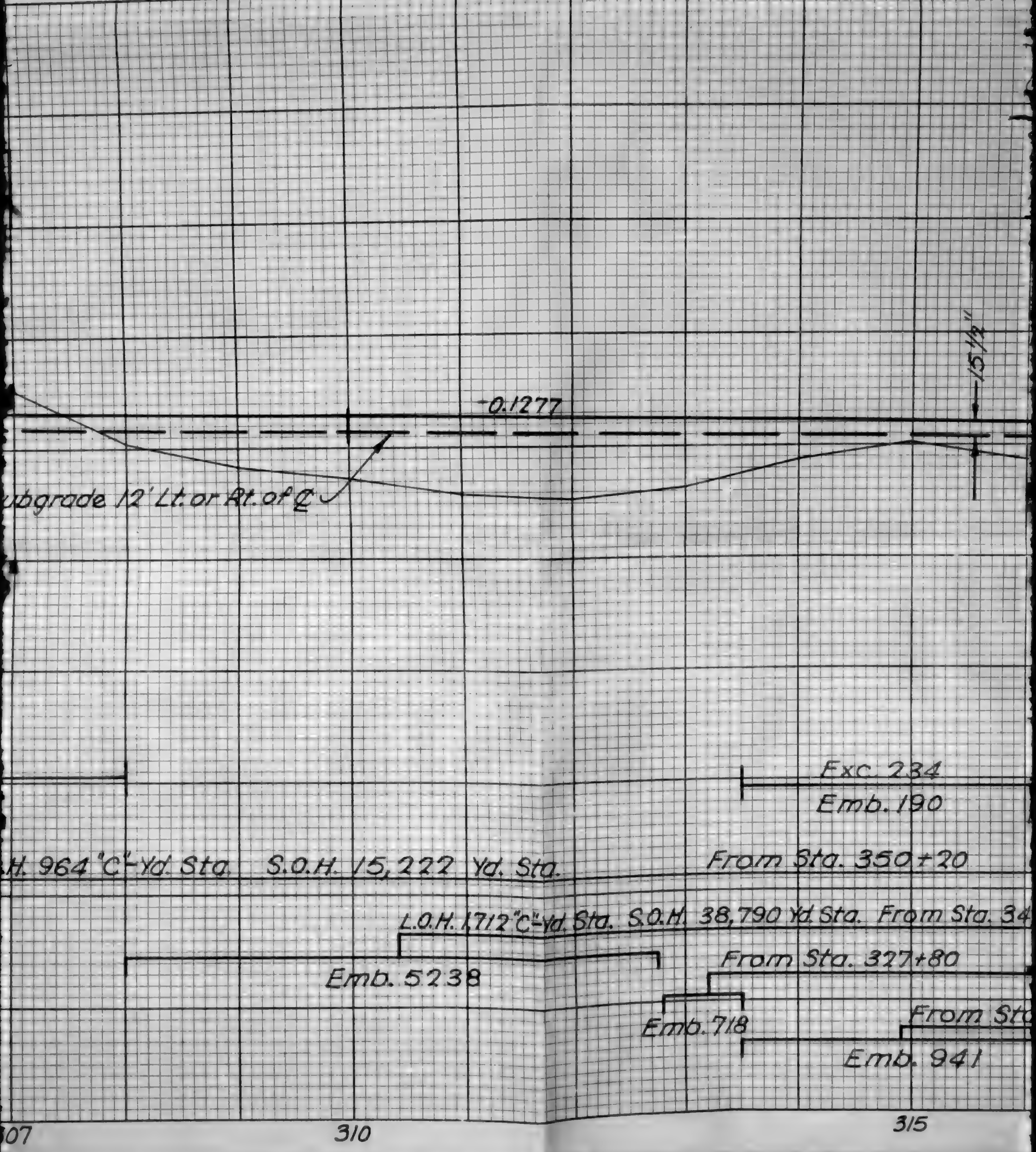
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE



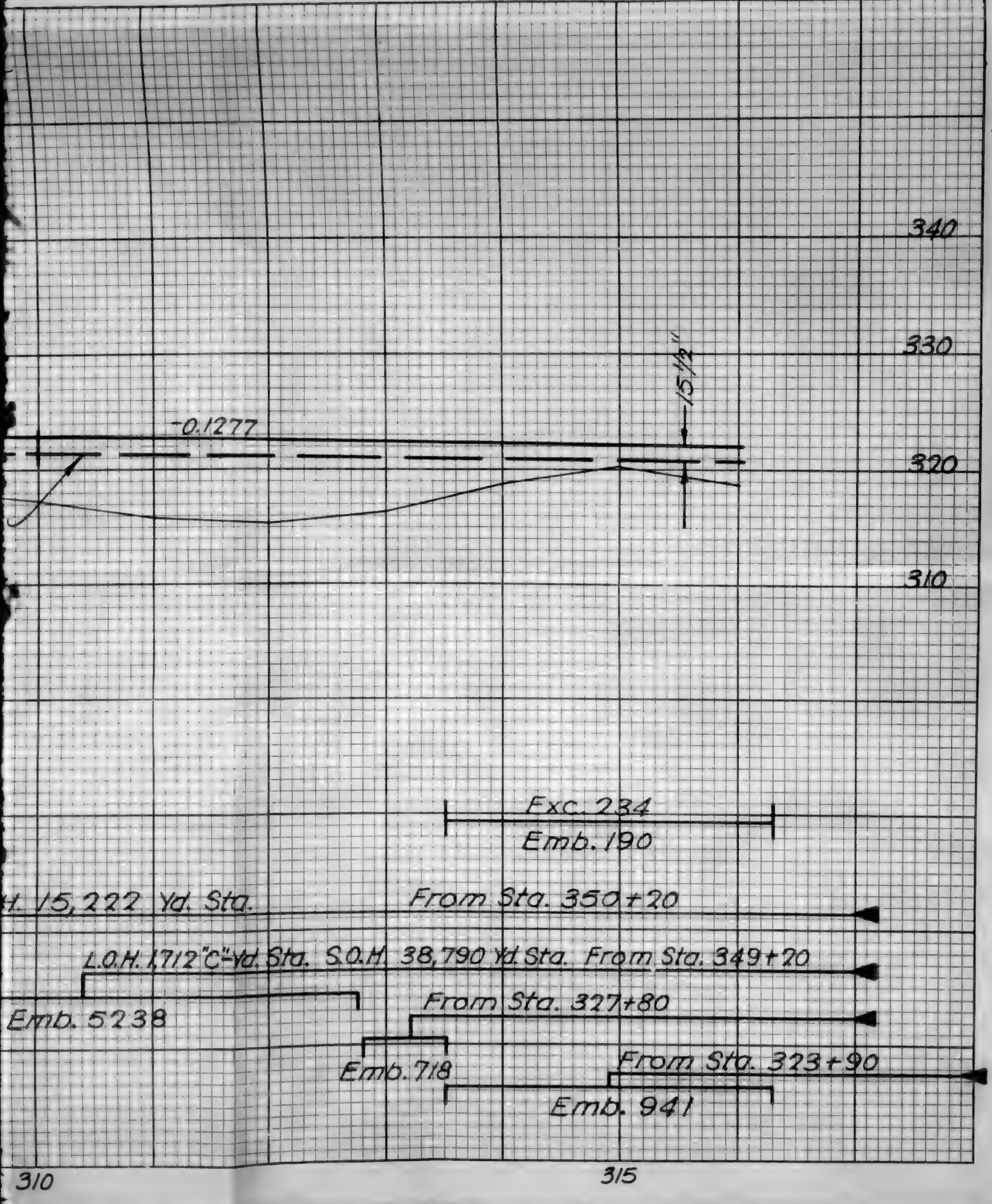


SEC.4
SEC.3
Finish Grade 12' Lt. or Rt. ℄
-0.
L.O.H. 31 "C"-Yd. Sta.
S.O.H. 13,788 Yd. Sta.
Emb. 1,8
S.O.H. 10,770 Yd. Sta.
Exc. 1,706
Emb. 2,484
Emb. 1383
290
295


10'
PATTER
10'
EQUATIO
100.00'
323.25
EQUATION
800' V.C.
-0.368
Ground Line at ℄
+00
Subgrade 12
Exc. 2,157
Emb. 1,747
L.O.H. 964 "C"
Emb. 2,056
Emb.1,863
Exc. 279
Emb. 226
305+39.63 Bk. =
306+39.63 Ah.
300
305
307



-0.1277
15½"
ubgrade 12' Lt. or Rt. of ℄
Exc. 234
Emb. 190
H. 964 "C"-Yd. Sta.
S.O.H. 15,222 Yd. Sta.
From Sta. 350+20
L.O.H. 1712 "C"-Yd. Sta.
S.O.H. 38,790 Yd. Sta.
From Sta. 34
Emb. 5238
From Sta. 327+80
Emb. 718
From Sta
Emb. 941
07
310
315


340
330
320
310
-0.1277
15 1/2"
Exc. 234
Emb. 190
t. 15,222 Yd. Sta.
From Sta. 350+20
L.O.H. 1,712 "C"-Yd. Sta. S.O.H. 38,790 Yd. Sta. From Sta. 349+20
Emb. 5238
From Sta. 327+80
Emb. 718
From Sta. 323+90
Emb. 941
310
315

RECEIVED
1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1960

SUBJECT: Construction Agreement
Boardman Junction-Irrigon Section
Columbia River Highway
City of Irrigon

To: Mr. G. S. Paxson
OFFICE

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

APPROVED
Asst. Const. Engr.

NOTE

RECEIVED
DEC 23 1960
FOR FILING

Salem, Oregon
December 23, 1960

Mr. L. I. Lindas
Chief Counsel
OFFICE

Construction Agreement
Boardman Junction-Irrigon Section
Columbia River Highway
City of Irrigon

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division.

G. S. Paxson
Assistant State Highway Engineer

HSC:mm
Att.

cc: C. G. Swenson

AGREEMENT DRAFT, 12/15/60

THIS AGREEMENT, made and entered into this ____ day of ____, 19__, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF IRRIGON, a municipal corporation, acting by and through its city officials, hereinafter called "City";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to construct the Boardman Junction-Irrigon Section of the Columbia River Highway, State Primary Highway No. 2. Hereinafter, all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775 and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, or street, and the State may, with consent of City, change the grade of any street, highway, or road over which state highway traffic is routed.

3. Pursuant to such authority, State and City propose to enter into this cooperative agreement for the purpose of completing said project.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts, and supervise the construction of said project. Attached hereto marked Exhibit "A" and by this reference made a part hereof is one sheet of paper showing a portion of the location of said project.

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State shall, upon receipt of an itemized statement, reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities or facilities are located on PUBLIC or PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes, and valves that are necessary in order to extend any of the said existing city utilities or facilities to conform to the plans of said project.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A," including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State, shall

relocate, or cause to be relocated and extended if necessary, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and all other such facilities of every kind and nature required to be relocated or extended to conform to the plans of said project. City will be reimbursed by State as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate or cause to be relocated existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities of every kind and nature which are located within any PUBLIC STREET OR WAY within the city limits and which are required to be relocated to conform to the plans of the said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2) to any and all changes of grade within the city limits, if any there be, in connection with or arising out of the project covered by this agreement.

5. City shall enact an ordinance or resolution, as the case may be, designating the existing Columbia River Highway as a one-way westbound street from its intersection with the relocated Columbia River Highway westerly to the intersection of Third Street as shown colored in green on the attached Exhibit "A."

6. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

GENERAL PROVISIONS:

1. It is agreed by both parties that accounting procedure and reimbursement for relocating City-owned utility conduits, lines, poles, mains, pipes, and other such facilities as covered in paragraph 3 under THINGS TO BE DONE BY STATE and paragraph 2 under THINGS TO BE DONE BY CITY shall be in compliance with the Bureau of Public Roads' "Policy and Procedure Memorandum 30-4" dated December 31, 1957.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and affixed their seals as of the day and year first above written.

ATTEST:

STATE OF OREGON, by and through
its State Highway Commission

____
Secretary

By____________________________
Chairman

APPROVED:

By____________________________
Commissioner

____
Asst. State Highway Engineer

By____________________________
Commissioner

APPROVED AS TO FORM:

____
Chief Counsel

CITY OF IRRIGON, by and through
its City Officials

ATTEST:

By____________________________
Mayor

____

By____________________________
Recorder

CGS:mm
DRAFT

FINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

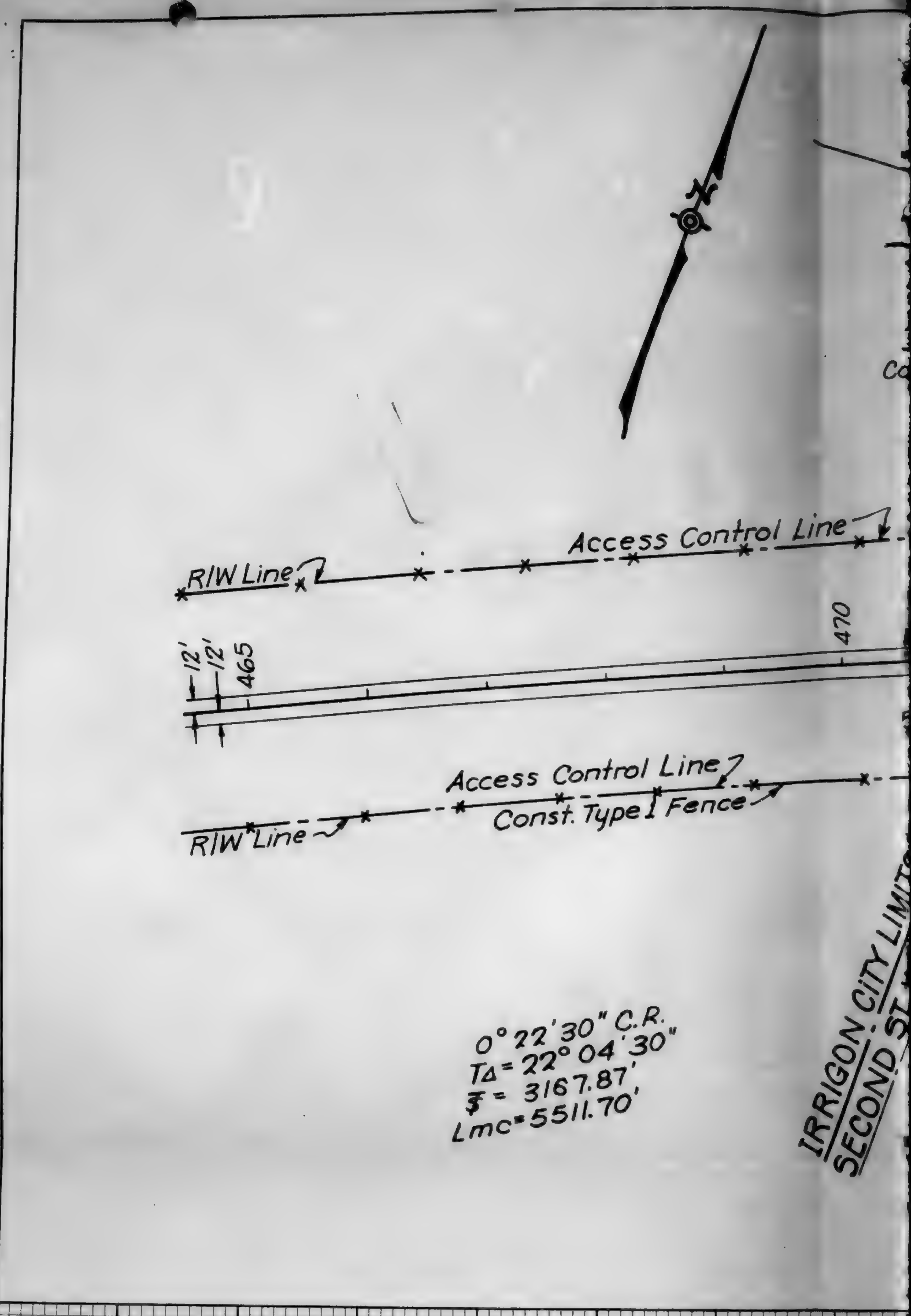
TEMPLATE

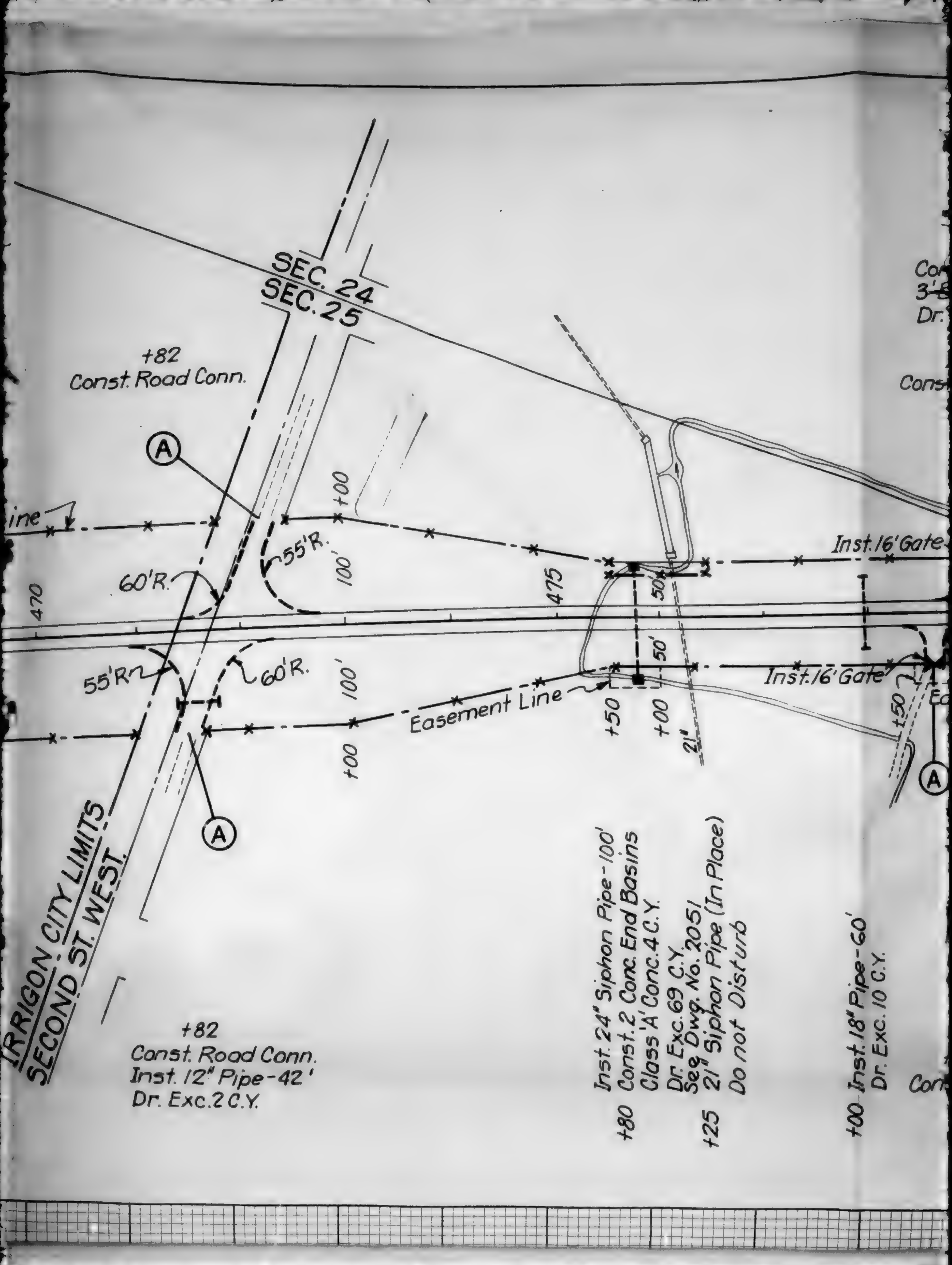
AREAS

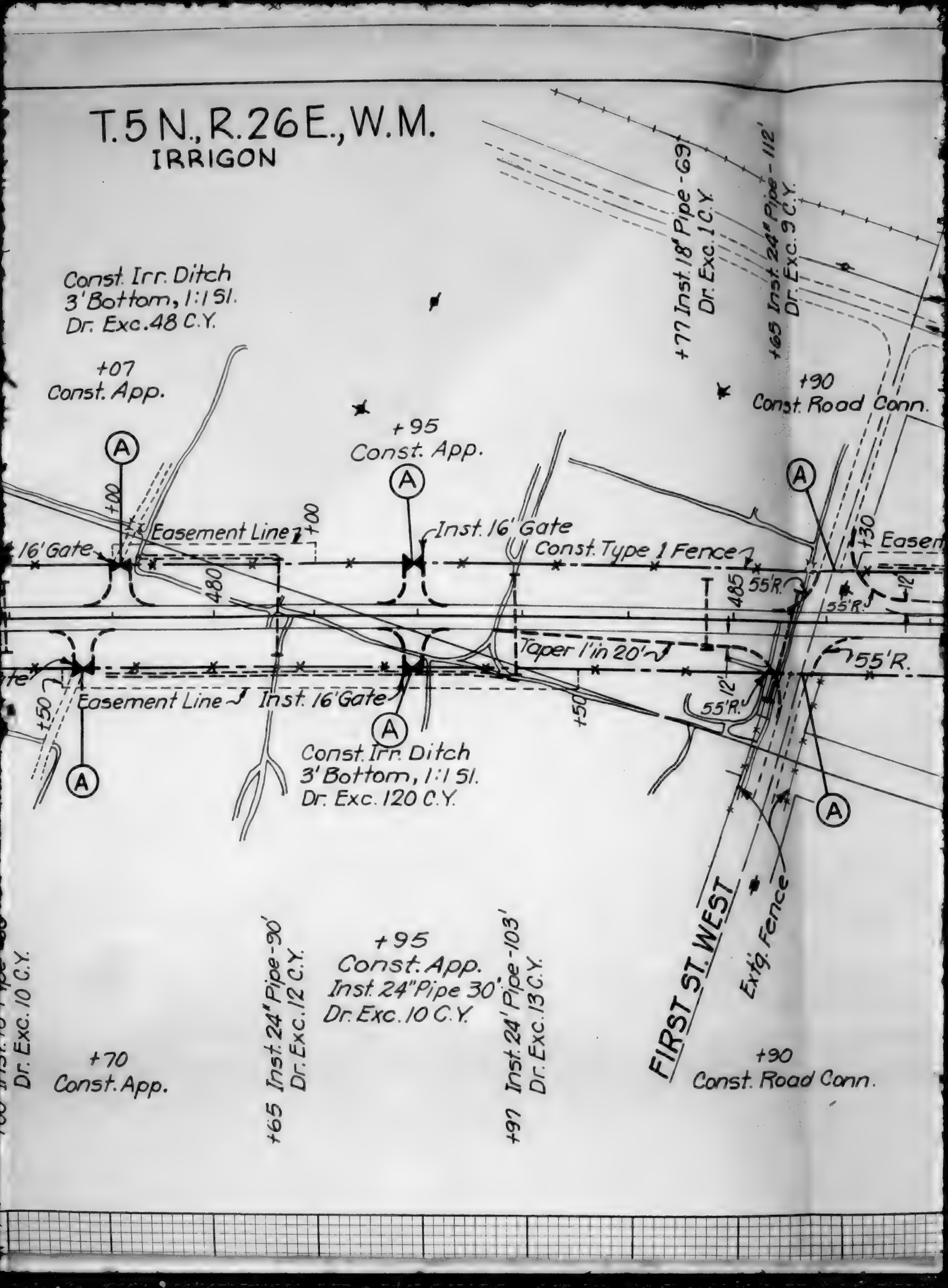
AREAS CHECKED

BY

DATE



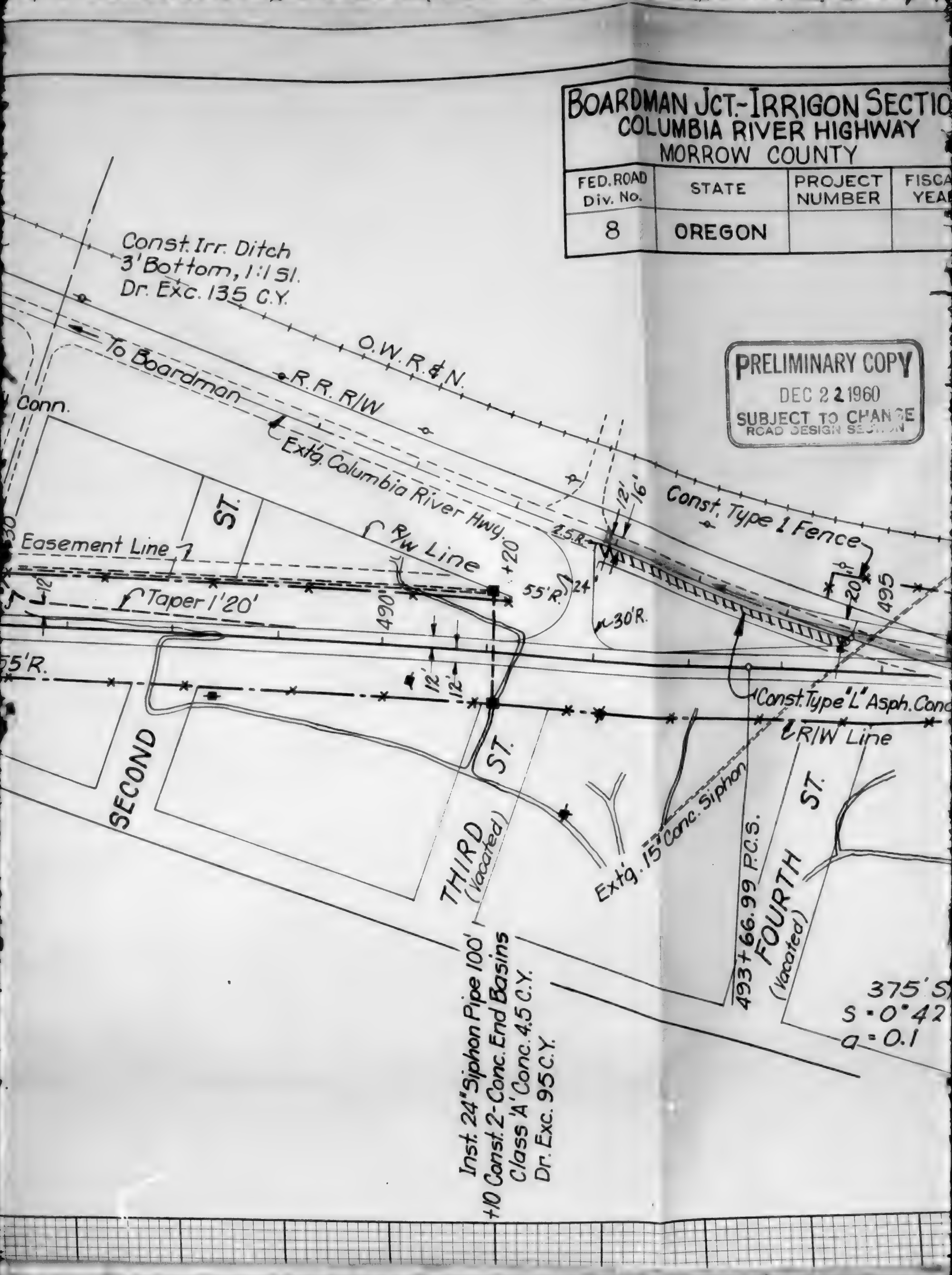

SEC. 24
SEC. 25
+82
Const. Road Conn.
A
line
+00
55'R.
60'R.
470
100'
475
50'
Inst. 16' Gate
55'R
60'R.
100'
Easement Line
+50
+00
21"
Inst. 16' Gate
+50
A
+00
A
IRRIGON CITY LIMITS
SECOND ST. WEST
+82
Const. Road Conn.
Inst. 12" Pipe - 42'
Dr. Exc. 2 C.Y.
+80 Inst. 24" Siphon Pipe - 100'
Const. 2 Conc. End Basins
Class 'A' Conc. 4 C.Y.
Dr. Exc. 69 C.Y.
See Dwg. No. 2051
+25 21" Siphon Pipe (In Place)
Do not Disturb
+00 Inst. 18" Pipe - 60'
Dr. Exc. 10 C.Y.
Co
3-
Dr.
Cons
Ea
Con


T.5 N., R.26E., W.M.
IRRIGON
Const. Irr. Ditch
3' Bottom, 1:1 Sl.
Dr. Exc. 48 C.Y.
+07
Const. App.
+95
Const. App.
+77 Inst. 18" Pipe - 69'
Dr. Exc. 1 C.Y.
+65 Inst. 24" Pipe - 112'
Dr. Exc. 9 C.Y.
+90
Const. Road Conn.
A
+00
Easement Line
+00
Inst. 16' Gate
Const. Type 1 Fence
+30
16' Gate
480
485
55'R.
12'
Taper 1' in 20'
Easement Line
Inst. 16' Gate
+50
12'
+50
Const. Irr. Ditch
3' Bottom, 1:1 Sl.
Dr. Exc. 120 C.Y.
Dr. Exc. 10 C.Y.
+70
Const. App.
+65 Inst. 24" Pipe - 90'
Dr. Exc. 12 C.Y.
+95
Const. App.
Inst. 24" Pipe 30'
Dr. Exc. 10 C.Y.
+97 Inst. 24' Pipe - 103'
Dr. Exc. 13 C.Y.
FIRST ST. WEST
Ext'g. Fence
+90
Const. Road Conn.

BOARDMAN JCT.-IRRIGON SECTIO
COLUMBIA RIVER HIGHWAY
MORROW COUNTY

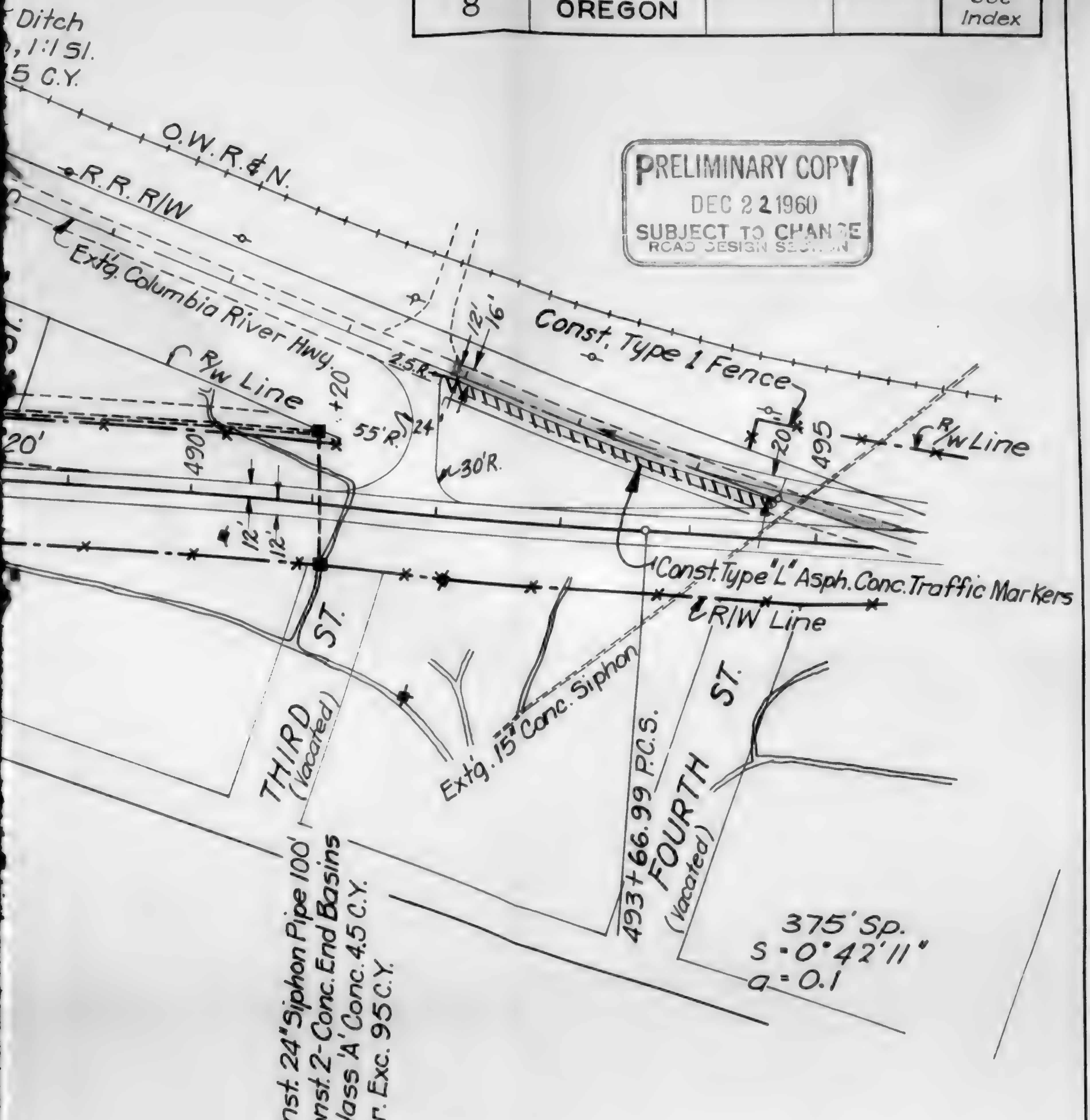
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCA YEA
8	OREGON		

PRELIMINARY COPY
DEC 22 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION



BOARDMAN JCT.-IRRIGON SECTION COLUMBIA RIVER HIGHWAY MORROW COUNTY				SHEET No. 18
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

PRELIMINARY COPY
DEC 22 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION

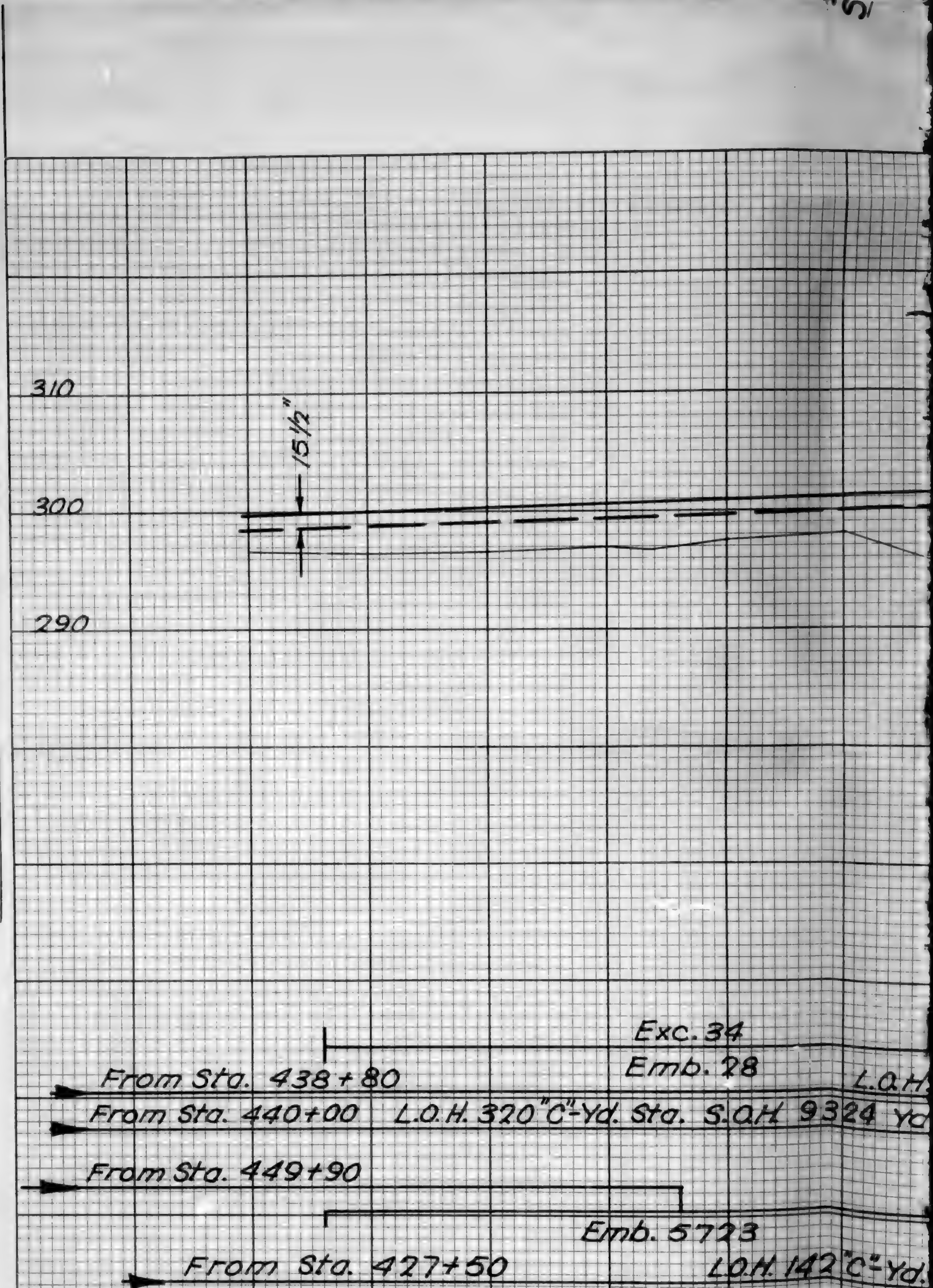


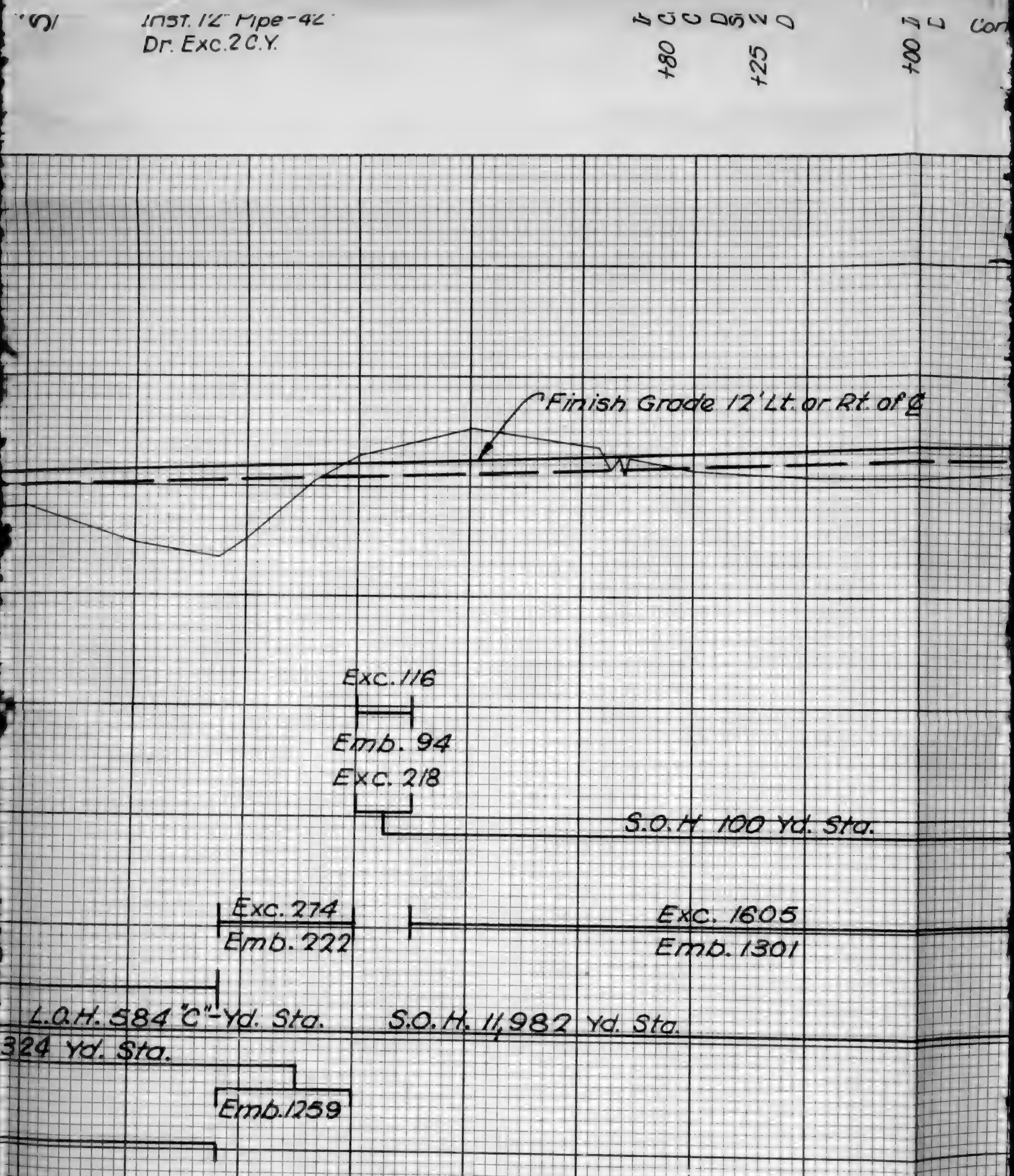
ORIGINAL SURVEY

NOTE BOOK

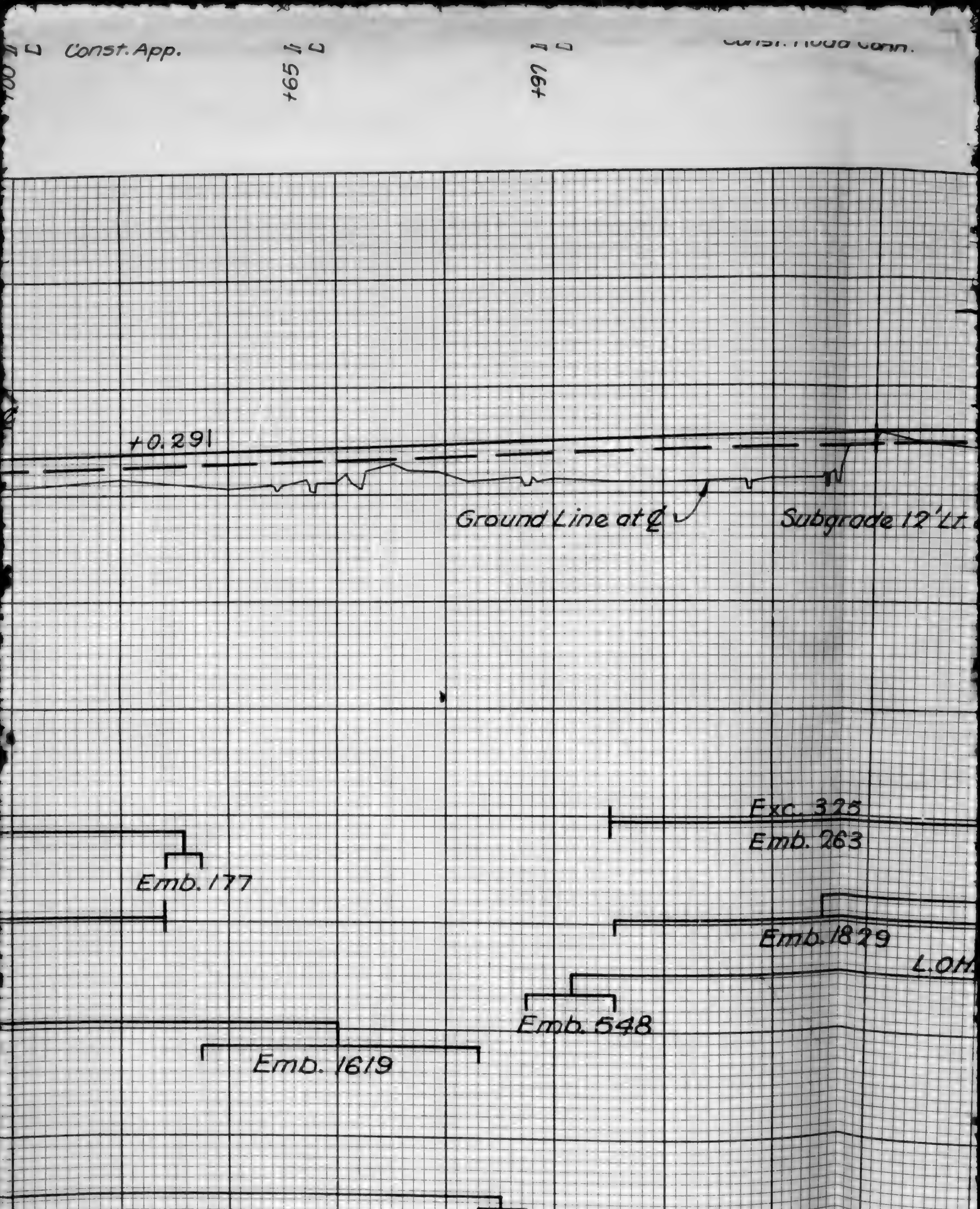
NO.

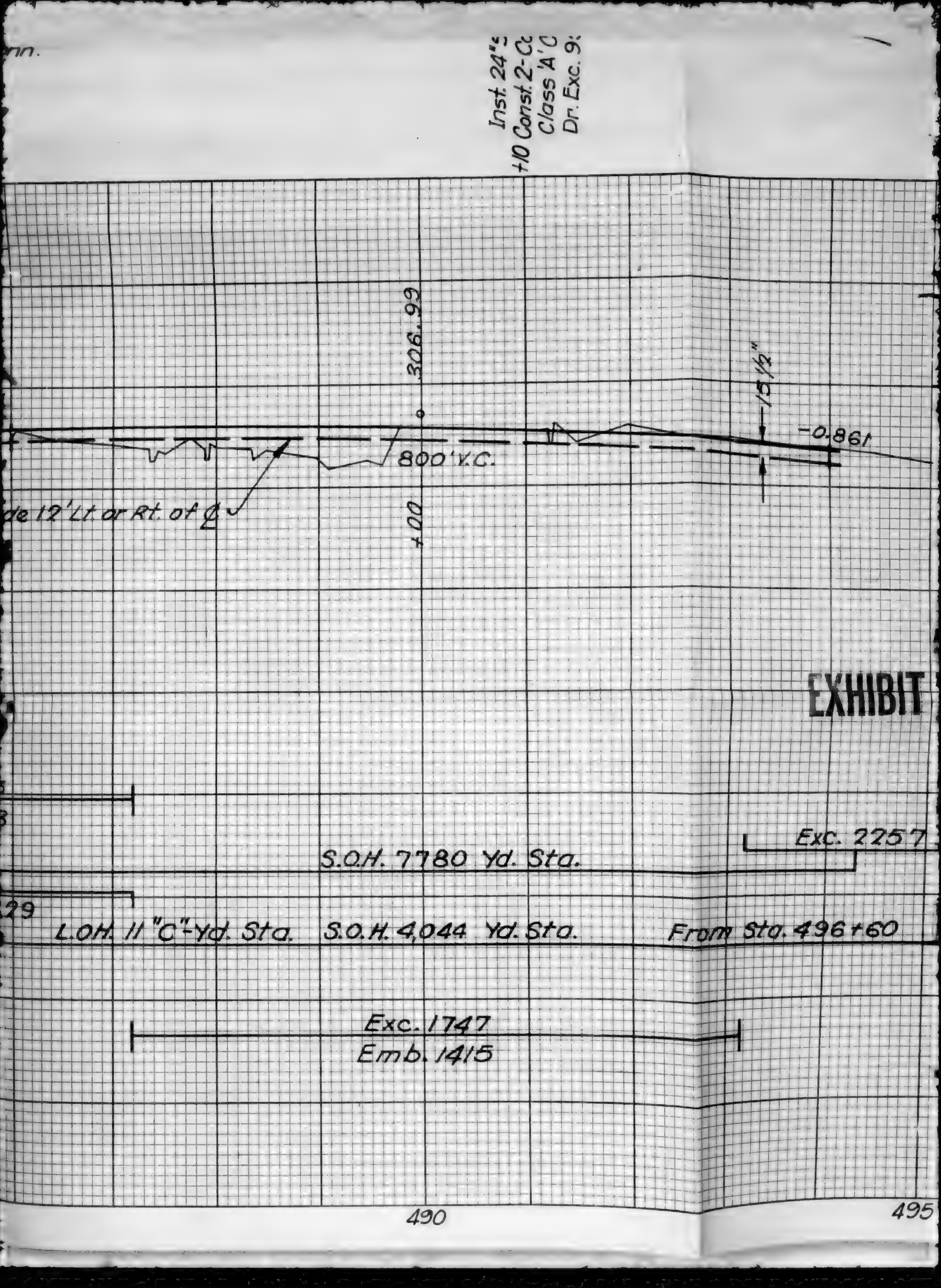
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		





S/
Inst. 12" Pipe-42'
Dr. Exc. 2 C.Y.
+80
+25
+00
Con
Finish Grade 12' Lt. or Rt. of ℄
Exc. 116
Emb. 94
Exc. 218
S.O.H. 100 Yd. Sta.
Exc. 274
Emb. 222
Exc. 1605
Emb. 1301
L.O.H. 584 "C"-Yd. Sta.
S.O.H. 11,982 Yd. Sta.
324 Yd. Sta.
Emb. 1259
"C"-Yd. Sta.
S.O.H. 1962 Yd. Sta.
470
475


Const. App.
+65
+97
Const. Road Conn.
+0.291
Ground Line at ℄
Subgrade 12' Lt.
Exc. 325
Emb. 263
Emb. 177
Emb. 1829
L.OH
Emb. 548
Emb. 1619
Emb. 265
480
485


nn.
Inst. 24"
+10 Const. 2-C
Class 'A' C
Dr. Exc. 9
306.99
+00
800' V.C.
de 12' Lt. or Rt. of ℄
15½"
-0.861
EXHIBIT
Exc. 2257
S.O.H. 7780 Yd. Sta.
29
L.O.H. 11 "C"-Yd. Sta.
S.O.H. 4,044 Yd. Sta.
From Sta. 496+60
Exc. 1747
Emb. 1415
490
495

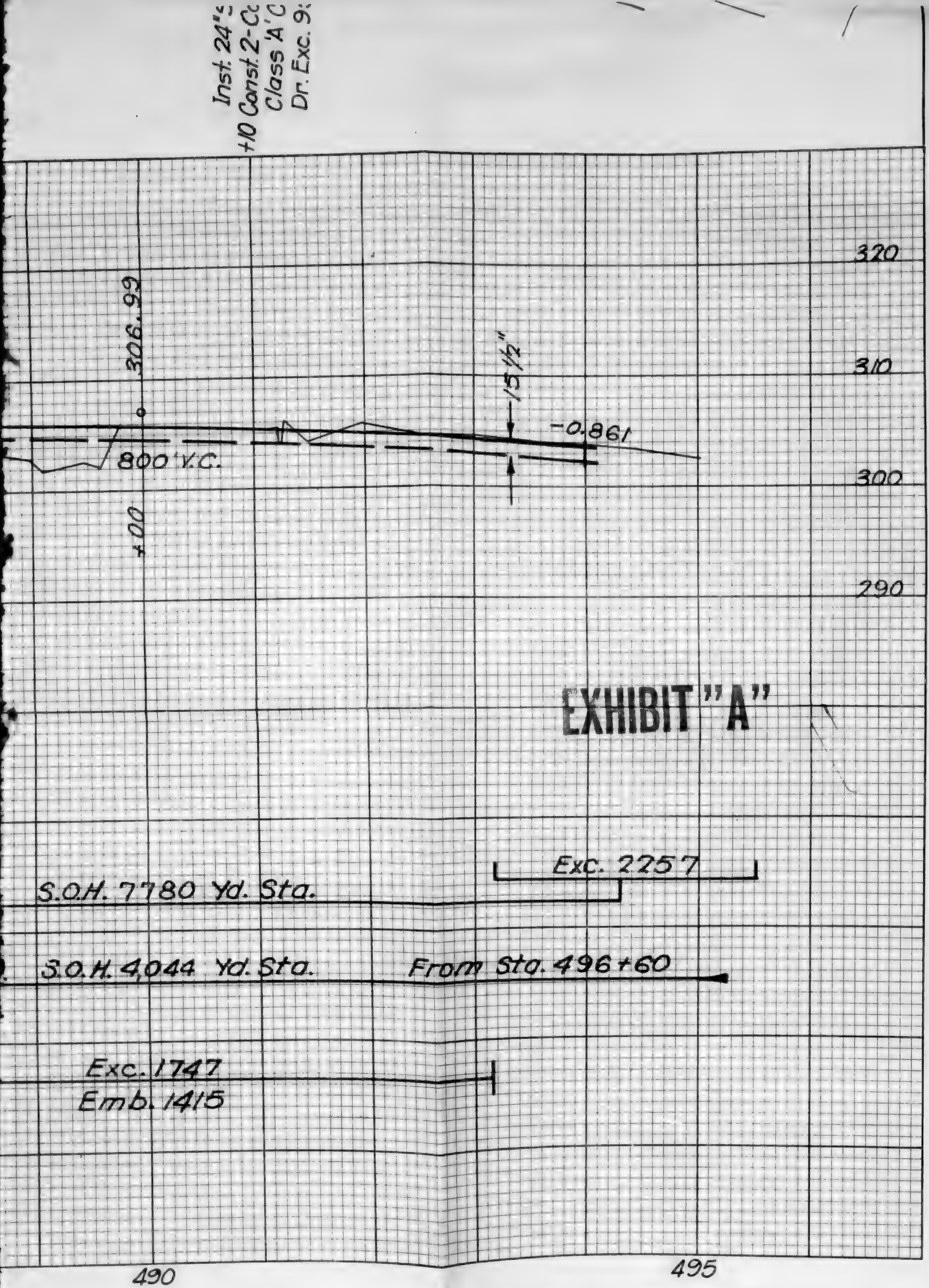

Inst. 24"
+10 Const. 2-Co
Class 'A' C
Dr. Exc. 9:
306.99
+00
800' V.C.
15½"
-0.861
320
310
300
290
Exc. 2257
S.O.H. 7780 Yd. Sta.
S.O.H. 4,044 Yd. Sta.
From Sta. 496+60
Exc. 1747
Emb. 1415
490
495

EXHIBIT "A"

HAROLD A. FABRE
ROBERT W. COLLINS
JOHN H. KOTTKAMP

FABRE, COLLINS & KOTTKAMP
ATTORNEYS AT LAW
27 S. E. THIRD STREET
PENDLETON, OREGON

December 16, 1960

NOTED
W. C. WILLIAMS

[illegible]

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
State Highway Engineer

Dear Mr. Williams:

Re: William P. Kilkenny

Thank you very much for your letter of December 14, 1960, the contents of which I shall relay to Mr. Kilkenny. I am not advised as to whether Mr. Kilkenny's leases are recorded. Nevertheless, I trust that you will pass along to your right-of-way personnel the information with respect to Mr. Kilkenny's lease.

I thank you for your cooperation.

Sincerely yours,

FABRE, COLLINS & KOTTKAMP

By John H. Kottkamp

JHK:jl

RECEIVED
DEC 19 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Walter Wright

RECEIVED
DEC 15 1960
FOR FILING

Counsel

R/W

Col. R. Hwy (upper)

December 14, 1960

Fabre, Collins & Kottkamp
Attorneys at Law
27 S. E. Third Street
Pendleton, Oregon

Gentlemen:

This will acknowledge your letter of December 8 in which you discuss a leasehold of William P. Kilkenny's on property that I assume is in the Boardman-Irrigon area.

The matters to which you refer will be taken up in due time when right of way is acquired, which will probably be in the not-too-distant future.

If Mr. Kilkenny's lease is a matter of public record, it would, of course, come to the attention of our right-of-way people. If it is not, it would be well if he discussed his interest with the fee owner so that matters involving the use of the property could be properly determined at the time of settlement.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Walter Wright

FABRE, COLLINS & KOTTKAMP
ATTORNEYS AT LAW
27 S. E. THIRD STREET
PENDLETON, OREGON

HAROLD A. FABRE
ROBERT W. COLLINS
JOHN H. KOTTKAMP

REFERRED TO
Cooper
By State Highway Engineer

Registered-Return
Receipt Requested

December 8, 1960

Oregon State Highway Commission
Salem, Oregon

Oregon State Highway Commission
La Grande, Oregon

Attention: Mr. Joseph Shaw

Gentlemen:

Re: William P. Kilkenny

We represent Mr. William P. Kilkenny, who grazes many of his cattle upon rangeland located between the cities of Hermiston and Boardman. Mr. Kilkenny has a five-year lease, which will expire approximately June, 1962, on approximately 3,000 acres in this area. A portion of this land is leased by Mr. Kilkenny from Mrs. Frank Doherty, a portion from the Northern Pacific Railroad Company, and a portion from the United States Government under the Taylor Grazing Act.

Mr. Kilkenny has just become aware of the fact that the State of Oregon is apparently planning to construct a highway through his rangeland. He has, we are informed, already discussed this with Mr. Shaw, of the La Grande District Office of the Commission. The effect of the construction of such highway, as regards Mr. Kilkenny, will be to destroy some of this valued rangeland, as well as to separate the principal range from the water supply, which is a spring. In other words, if the highway is constructed without provision made for allowing the cattle to pass under the highway, the entire range will be rendered useless to him. Unless adequate provision is made therefor, a further problem would result, in that this is fenced rangeland, and if some of the fencing is removed in order to construct the highway, as it undoubtedly would be, it would become necessary for Mr. Kilkenny to employ a herder, or to take other expensive means, in order to insure that his cattle do not escape, or become co-mingled with cattle on adjoining ranges.

Although, as stated, Mr. Kilkenny has discussed this matter with Mr. Shaw at La Grande, no official notice has been given to him. Furthermore, although the possession of the land by Mr. Kilkenny would certainly constitute notice, as well as the leasehold interest which he has, this letter is to constitute further notice to you about his interest. We would appreciate an early reply as to what arrangements, if any, have actually been made towards construction of such highway, what date is contemplated for construction thereof, what damages will be paid to Mr. Kilkenny for the loss of pasturage he will suffer, what provisions are contemplated, or will be made, for a cattle-crossing underneath the highway, and what provisions will be made to insure that Mr. Kilkenny's cattle will not escape during construction?

Sincerely yours,

FABRE, COLLINS & KOTTKAMP

By

JHK:jl

cc: Mr. William P. Kilkenny
412 N. W. Horn
Pendleton, Oregon

RECEIVED
DEC 12 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 14 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR [illegible]

LOCATION PROSPECTUS
BOARDMAN-IRRIGON SECTION
COLUMBIA RIVER HIGHWAY
MORROW COUNTY

The following prospectus is submitted on the Boardman-Irrigon Section of the Columbia River Highway, which is a primary state facility on the Federal Aid Primary System. The westerly terminus is two miles southeasterly of Boardman Junction on the Old Oregon Trail Highway. The easterly terminus is in the town of Irrigon. The overall length of the project is 7.4 miles.

This will be a location survey for the preparation of grading and paving plans. The proposed route is southerly of the existing facility. The town of Irrigon is at the northeasterly terminus of the project.

The general route was laid by Tom Edwards. Reconnaissance has been made by J. E. Morelock. Routine soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing (1957) ADT is 2,000, and the projected 1975 ADT is 4,000. This will be a Class "A-70" highway with a maximum curvature of 1 degree. Maximum grade will be less than 5 per cent. The typical section will consist of two 12-foot travel lanes with 10-foot oiled shoulders. Tentative base design by G. L. Decker is:

Base and Wear	3½"	Asphaltic Concrete
Level Course	2 "	3/4"-0 Crushed
Base Course	10 "	Coarse Crushed
Total	15½"	

(Base design subject to change upon completion of soils investigation.)

The rise and fall of the proposed route is undetermined at this time. The total central angle will be 26 degrees as compared to a central angle of 75 degrees on the existing facility. The rise and fall of the existing route is 480 feet.

Deviation from state and federal standards is not anticipated.

This will be a controlled access facility with no interchanges and one separated railroad crossing. There are no major river or stream crossings; however, special attention must be given to existing irrigation facilities. There will be one crossing of the Bonneville Power Administration right of way.

Adequate quantities of material are available from local commercial and state-controlled sources.

NOTED
C. S. PAXSON

Agreements with the county will be necessary concerning disposition of the existing facility.

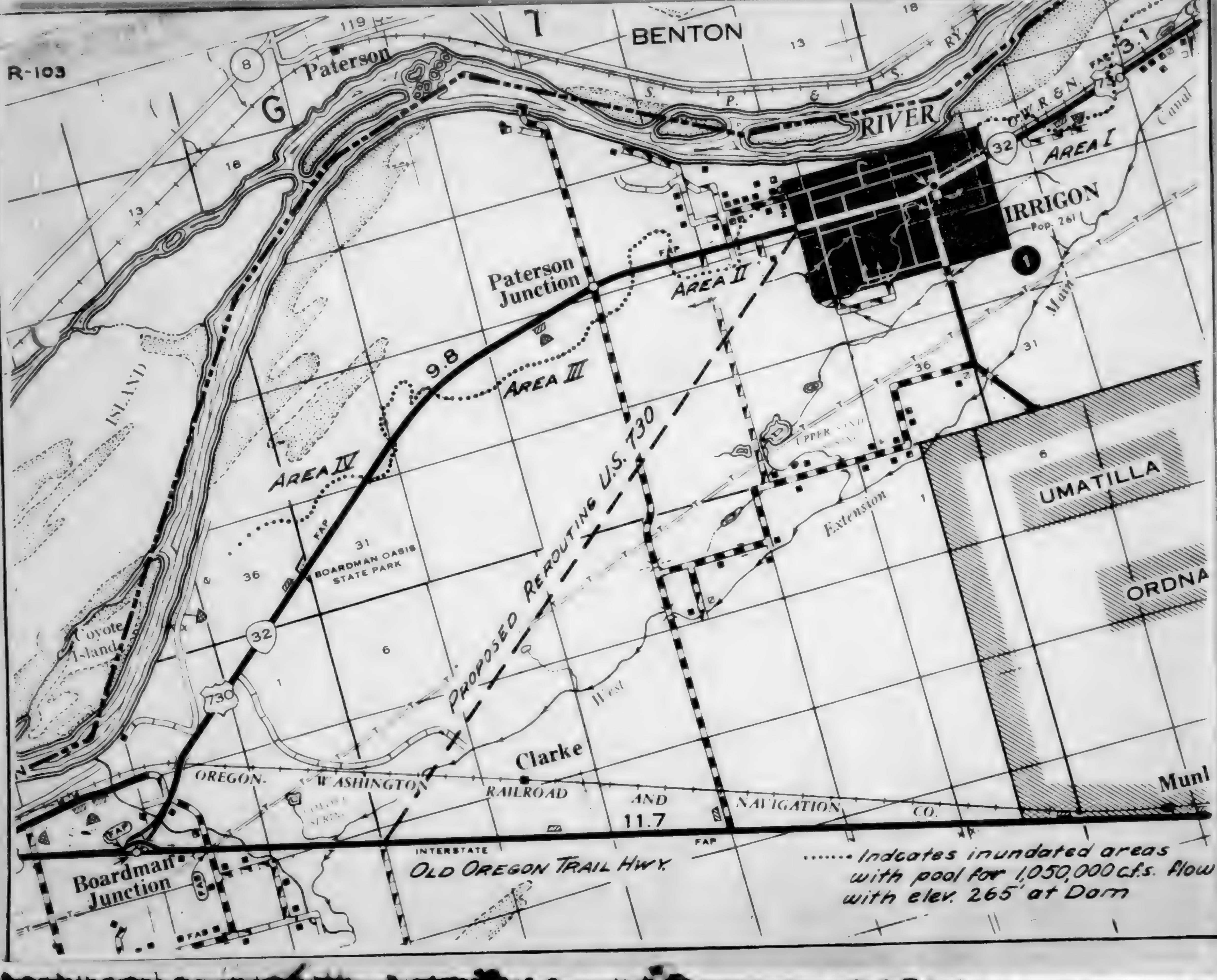
Boardman Oasis State Park will be isolated by this project, if the agreement mentioned in the foregoing paragraph abandons the existing highway.

June 12, 1959

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (2)
Lowell Stratton
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

[illegible]
OFFICE OF
[illegible] ENGINEER


R-103
Paterson
BENTON
RIVER
S. P. & S. RY.
O.W.R.&N.
IRRIGON
Pop. 261
AREA I
AREA II
AREA III
AREA IV
Paterson Junction
9.8
3.1
ISLAND
Coyote Island
BOARDMAN OASIS STATE PARK
PROPOSED REROUTING U.S. 730
Clarke
OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.
11.7
INTERSTATE
OLD OREGON TRAIL HWY.
Boardman Junction
UMATILLA
ORDNA
Munl
Extension
West
Main
Canal
32
730
8
119
……Indcates inundated areas with pool for 1,050,000 c.f.s. flow with elev. 265' at Dam

RECEIVED
MAY 21 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1959

NOTED
W. C. WILLIAMS

SUBJECT: U.S. 30 - Irrigon
Proposed Rerouting U.S. 730
Morrow County

To: Mr. Tom Edwards
Construction Engineer
Office

A reconnaissance estimate has been prepared for the rerouting of the Columbia River Highway (U.S. 730) between Boardman Junction and Irrigon in Morrow County. Portions of the existing U.S. 730 in this area will be inundated by the pool of the John Day Dam now under construction. A field investigation was made and the line run by compass and abney hand level. From the existing Boardman Junction to Irrigon, the distance via the present U.S. 730 is 10.2 miles and 10.0 miles via the proposed rerouting.

The terrain through the area is generally of a rolling nature with a major portion of the cut sections being sand; no rock is apparent. At the southerly end of this proposal, the route crosses the main track of the Union Pacific Railroad (OWR&N Co.); a grade separation structure is included for this crossing. At the Irrigon end, several old frame buildings would be taken--one being a tavern; these buildings are included in the right-of-way estimate. Very little, if any, cultivated land would be disturbed and acquisition of right-of-way apparently would not be difficult. It appears that drainage would not present any special problem.

1957 ADT along the present U.S. 730 varies from 1,700, 0.2 mile northeast of Boardman Junction, to 2,300 at the Umatilla County Line; the peak being 2,400 in Irrigon. Ordinarily the projected 1975 ADT would approximately double the 1957 ADT; however, if the proposed Ellensburg-Pendleton Interstate should become a reality, this projected ADT would be materially increased. The State of Washington is now making an Origin-Destination Study on the Ellensburg-Pendleton Interstate which, when completed, will indicate the amount of traffic expected to be diverted to U.S. 730 at Umatilla. For this estimate, projected 1975 ADT is assumed.

WCW

Two 12-foot lanes with 10-foot shoulders are used as a basis for the estimate; shoulders are not oiled. Surfacing design is assumed as follows: 3½ inches asphaltic concrete, 2 inches leveling course, and 10 inches base course. Unit costs are from the Cost Section. The estimated cost on this basis is $1,105,000 for about 7.4 miles of new construction.

Cooper:- Am proceeding
w/survey.
E

Mr. Edwards [illegible]

NOTED

CONSTRUCTION DIVISION
RECEIVED
MAY 8 1959
NOTED-- ☒ ☐ ☐ ☐ ☐
CE ACE ACE CCE

In February, 1958, a reconnaissance investigation had been made for improving the existing U.S. 730 from Boardman Junction to Umatilla, a class "B" section being used (two 11-foot lanes with 8-foot shoulders). This estimate has been revised to the class "A" section as described above and is included in this report. The Rural Section, in March, 1959, prepared an estimate for raising the low areas above the John Day Pool and the cost is also included with the exception of a small area about one mile east of Irrigon. Estimated cost to improve the existing U.S. 730 to class "A" standards is $1,236,000 for about 10.2 miles of improvement; this figure includes $400,000 for raising the low portions above the pool.

Attached are estimates and sketch map.

J. E. Morelock
Asst. Chief Locating Engineer

By
William H. Tebeau

William H. Tebeau
Reconnaissance Designer

WHT:law

Attachments

RECEIVED
MAY 12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

BOARDMAN JUNCTION-IRRIGON
COLUMBIA RIVER HIGHWAY
MORROW COUNTY

COMPARISON OF ROUTES

	Existing US 730	Rerouted US 730
Comparative Length*	10.2	10.0
Construction Length	10.2	10.0
Total Central Angle	75°	26°
Number of Curves	5	1
Maximum Curve	8°	1°
Max. Central Angle, 1 Curve	18½°	26°
Grading & Paving	$1,186,000	$1,015,000
Structure(s)**	30,000	75,000
R/W	20,000	15,000
Total Estimated Cost***	$1,236,000	$1,105,000

* Common termini between the existing Boardman Junction at the westerly end, and Irrigon at the easterly end.

** New RR O'Xing Structure on new proposal.
Adjust existing O'Xing Structure to adequate sight distance on existing facility.

*** Includes $400,000 required to raise inundated portions of the existing U.S. 730 above the John Day pool. Cost reflects only those areas between Boardman Jct. and Irrigon (Areas II, III, and IV) and does not include the area east of Irrigon (Area I).

Sheet 1 of 2 Sheets

U.S. 30 - Irrigon
Proposed Rerouting U.S. 730
Morrow County

May, 1959

Construction Length 7.44 Miles

	Item	Unit	Net	Allow.	Gross	Unit Price	Amount
1.	Clearing & Grubbing	All	100%	-	100%	Lump Sum	$ 7,500
2.	Drainage	Mile	7.44	-	7.44	5,000.00	37,200
3.	General Excavation	Cu. Yd.	452,353	113,147	565,500	0.30	169,650
4.	Short Overhaul	Yd. Sta.	2,006,681	503,319	2,510,000	0.01	25,100
5.	Long Overhaul	C-Yd. Sta.	107,528	26,872	134,400	0.35	47,040
6.	Finish Roadbed & Slopes	Mile	7.40	-	7.40	1,000.00	7,400
7.	Class "A" Conc. in Box	Cu. Yd.	40	10	50	50.00	2,500
8.	Metal Reinforcement in Box	Lb.	49,372	12,348	61,720	0.15	9,260
9.	Bottom Course Base	Ton	100,540	25,160	125,700	1.30	163,410
10.	Leveling Course	Ton	24,790	6,210	31,000	1.40	43,400
11.	Sprinkling	M-Gal.	5,850	1,460	7,310	3.00	21,930
12.	Preparation of Base	Mile	7.40	-	7.40	250.00	1,850
13.	Aggregate in Binder	Ton	1,330	330	1,660	2.75	4,570
14.	Asphalt in Binder	Ton	150	40	190	46.00	8,740
15.	Asphaltic Conc. Mix	Ton	20,050	5,010	25,060	3.70	92,720
16.	85-100 Asphalt	Ton	1,200	300	1,500	38.00	57,000
17.	Emuls. Asphalt in Tack	Ton	18	4	22	50.00	1,100
18.	Metal Guard Rail	Lin. Ft.	6,200	1,550	7,750	3.00	23,250
19.	Metal Sight Posts	Each	150	40	190	5.00	950

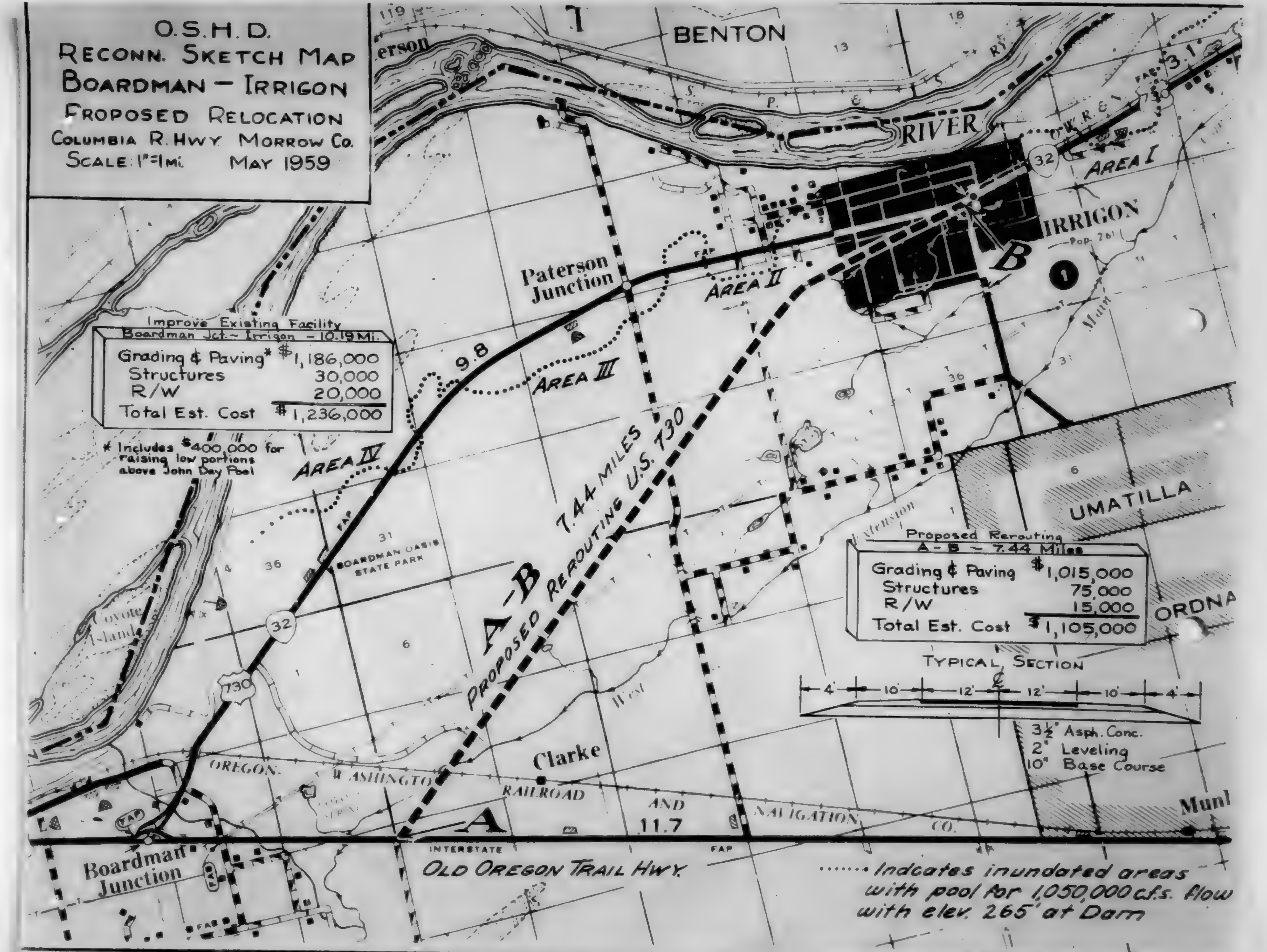
Subtotal		$ 724,570
Engineering & Contingencies		290,430
Grading & Paving		1,015,000
Structures (All)	Lump Sum	75,000
Right of Way	Lump Sum	15,000
TOTAL ESTIMATED COST		$1,105,000

U.S. 30 - Irrigon
Improve Existing U.S. 730
Morrow County

May, 1959 Construction Length - 10.19 Miles

	Item	Unit	Net	Allow.	Gross	Unit Price	Amount
1.	Clearing & Grubbing	All	100%	-	100%	Lump Sum	$ 6,000
2.	Drainage	Mile	10.19	-	10.19	2,500.00	25,475
3.	General Excavation	Cu. Yd.	247,000	61,750	308,750	0.30	92,625
4.	Borrow Excavation, Incl. Haul	Cu. Yd.	277,600	69,400	347,000	0.40	138,800
5.	Short Overhaul	Yd. Sta.	376,200	94,100	470,300	0.01	4,705
6.	Long Overhaul	C-Yd. Sta.	255	65	320	0.35	115
7.	Finish Roadbed & Slopes	Mile	10.19	-	10.19	1,000	10,190
8.	Class "A" Concrete in Box	Cu. Yd.	14	4	18	50.00	900
9.	Metal Reinforcement	Lb.	1,610	400	2,010	0.15	300
10.	Bottom Course Base	Ton	137,908	34,592	172,500	1.30	224,250
11.	Leveling Course	Ton	34,003	8,497	42,500	1.40	59,500
12.	Sprinkling	M-Gal.	8,029	2,011	10,040	3.00	30,120
13.	Preparation of Base	Mile	10.15	-	10.15	250.00	2,540
14.	Aggregate in Binder	Ton	1,827	453	2,280	2.75	6,270
15.	Asphalt in Binder	Ton	207	53	260	46.00	11,960
16.	Asphaltic Conc. Mix	Ton	27,507	6,893	34,400	3.70	127,280
17.	85-100 Asphalt	Ton	1,650	410	2,060	38.00	78,280
18.	Emuls Asphalt in Tack	Ton	24	6	30	50.00	1,500
19.	Metal Guard Rail	Lin. Ft.	6,600	1,650	8,250	3.00	24,750
20.	Metal Sight Posts	Each	252	63	315	5.00	1,575

Subtotal	$ 847,135
Engineering & Contingencies	338,865
Grading & Paving	1,186,000
Adjust Existing O'Xing Struct.	30,000
Right of Way	20,000
TOTAL ESTIMATED COST	$1,236,000



O.S.H.D.
RECONN. SKETCH MAP
BOARDMAN – IRRIGON
PROPOSED RELOCATION
COLUMBIA R. HWY. MORROW CO.
SCALE: 1"=1MI. MAY 1959

Improve Existing Facility
Boardman Jct. ~ Irrigon ~ 10.19 Mi.

Grading & Paving*	$1,186,000
Structures	30,000
R/W	20,000
Total Est. Cost	$1,236,000

* Includes $400,000 for raising low portions above John Day Pool

Proposed Rerouting
A – B ~ 7.44 Miles

Grading & Paving	$1,015,000
Structures	75,000
R/W	15,000
Total Est. Cost	$1,105,000

TYPICAL SECTION

4' 10' 12' ℄ 12' 10' 4'

3½" Asph. Conc.
2" Leveling
10" Base Course

.... Indcates inundated areas with pool for 1,050,000 c.f.s. flow with elev. 265' at Dam

S-[illegible](1) Beaver Creek Bridge on Quincy- 1961
Mayger Rd., N. from Clatskanie
#[illegible]6

C&A
2418

NOTED
R. H. PRANGE

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

NOTED

September 11, 1962

Hon. John W. Whipple
Columbia County Judge
Courthouse
St. Helens, Oregon

FAS 610

Dear Judge Whipple:

With regard to your request for the retaining of the $706.80 refund on the Beaver Creek Bridge project for use on future projects, I regret to inform you we are no longer permitted to hold these refunds. While this was our former practice we were required to make this change due to objections raised by the State Department of Finance and Administration.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

LOUIS J. WASSER, COMMISSIONER
GOBLE

O. D. CLARK, COMMISSIONER
ST. HELENS

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE

ST. HELENS, OREGON

September 4, 1962

RECEIVED
SEP 6 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
H. S. COX

NOTED
DON HARWELL

RECEIVED
SEP 6 1962
ENGINEER
COUNTY & CITY RELATIONS

Mr. Verne R. Jones
Planning Engineer
Oregon State Highway Dept.
Salem 10, Oregon

NOTED
R. H. PRANGE

Dear Mr. Jones:

Receipt is acknowledged of your letter dated August 15, 1962 advising that according to our agreement of July 28, 1961 a refund of $706.80 is due the County in re construction of the Beaver Creek Bridge on FAS 610, Contract No. 5956.

Instead of refunding this money to Columbia County, we wish you would leave it to our credit in order that same may be used on future construction.

Yours very truly,

John W. Whipple
John W. Whipple
County Judge

JWW:s

Will write in
letter to Whipple VJ
9-10-62

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
Harold C. Ayers

NOTED
D. GRAHAM

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8/15/62	CC 777		505-1052-297

INVOICE NUMBER
75803

NOTED
DON HARWELL

Columbia County
St. Helens,
Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Beaver Creek Bridge, FAS 610. Covered by agreement dated July 28, 1961.			
Original advance deposit		$6,200.00	
Less amount previously transferred		5,000.00	$1,200.00
County share as per attached statement		$5,493.20	
Less amount previously transferred		5,000.00	493.20
To be refunded			$ 706.80

NOTED
R. H. FRANCE

RECEIVED
AUG 16 1962
ENGINEER
COUNTY & CITY RELATIONS

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
V. R. JONES

August 15, 1962

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Final costs are now available on the Beaver Creek Bridge on FAS 610, Contract No. 5956, as shown in the enclosed cost statement.

In accordance with an agreement dated July 28, 1961, a refund of $706.80 is due the County. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:eb
Encl.

Contract 5956

RECEIVED
1962
FOR FILING

Monthly transaction number	Fo R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	tate **Oregon**
Project report number [illegible]/8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Columbia**
5956	6-7-62	Project number **S-474(1)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **September 28**, 19**61**, is hereby modified as follows:

Revised estimated total cost of project	$ **30,408.00**
Revised Federal funds	$ **19,322.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **7** day of **June**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [illegible]

ASSISTANT **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~y **C. G. Polk**
Division Engineer

By: L. R. Backlund
L. R. Backlund
Administrative Manager

USComm-DC 11170

June 5, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Modification of Project Agreement, signed by a Highway official for the Beaver Creek Bridge, Project No. S-474(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb

RECEIVED
OCT 2 1961
FOR FUNDS

9-28-61

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 10-11	FO R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ATE **Oregon**
PROJECT REPORT NO. S-474(1) 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Columbia**
		PROJECT NO. **S-474(1)**

5756

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Beaver Cr. Br. 1 Mi. S. of Quincy

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-61	0.02
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 29,936	$ 18,800

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By
~~Deputy~~ **State Highway Engineer**
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX C. G. Polk
(Division Engineer)
R. C. Wright
By: R. C. Wright
Administrative Manager
Date executed by Division Engineer September 28, 1961

September 21, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Beaver Creek Bridge, Project No. S-474(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

August 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Beaver Creek Bridge, Project No. S-474(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

Federal Aid Secondary
Project No. S-474(1)

Oregon State Highway Department

BEAVER CREEK BRIDGE ON THE
QUINCY-MAYGER ROAD IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 10, 1961

Type Code X021
Beaver Creek Bridge (Br. #13809-A)(Sta. 9+38 to Sta. 10+58)(Contract No. 5956)

Remove Old Bridge	All Required	$	$ 1,000.00
Furnish Untreated Timber Piling	1,800 lin.ft.	0.80	1,440.00
Furnish Treated Timber Piling	1,500 lin.ft.	1.65	2,475.00
Drive Timber Piles	30 only	92.00	2,760.00
Treated Timber in Place	2.25 M-fbm	495.00	1,113.75
Class "A" Concrete (162 cu.yd.)	All Required		12,150.00
Metal Reinforcement (48,400 lb.)	All Required		6,171.00
8-inch Metal Drain Pipe	30 lin.ft.	3.50	105.00
	Subtotal		$27,214.75
	10% Engr. & Cont.		2,721.25
	Total		$29,936.00

Length of Structure - - - - - - 0.023 Mile

Federal Funds -	$18,800.00
State Funds -	5,568.00
County Funds- -	5,568.00
	$29,936.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
FEB 27 1962
FOR FILING

[illegible] (1)

5956

February 26, 1962

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5956, awarded to C. J. Montag & Sons, for construction of the Beaver Creek Bridge on the Quincy-Mayger Road (FAS 610) in Columbia County.

This contract was completed on January 29, 1962, but has not as yet been accepted by the Commission. Final payment in the amount of $2,750.11 will be released to the contractor after acceptance by the Commission. The total contract amount is $27,438.95 and no force account work was performed on the project.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Edward C. Larkins Agency
609 Mead Bldg.,
Portland 4, Oregon

cc: C. J. Montag & Sons
7805 NE Halsey St.,
Portland 13, Oregon

RECEIVED
OCT 9 1961
FOR FILING

D Cook

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

S-474(1)

5956

October 6, 1961

Mr. C. C. Polk
Division Engineer
U. S. Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Mr. Polk:

Re: Beaver Creek Bridge
Contract No. 5956
Columbia County

C. J. Montag and Sons have started work on the Beaver Creek Bridge Project on the Quincy-Mayger Road in Columbia County, Contract No. 5956, FAP No. S-474(1) on September 27, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

Dl

cc: Mr. Floyd Query ✓
Mr. D. B. Parkes
Mr. J. W. Nash

NOTED
FLOYD QUERY

RECEIVED
UG 19 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 18, 1961

5956

C. J. Montag & Sons
7805 NE Halsey Street
Portland 13
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5956, awarded August 4, 1961, for construction of the Beaver Creek Bridge on the Quincy-Mayger Road (FAS 610) in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

NOTED
H. G. COX

August 10, 1961

NOTED
V. R. JONES

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $6,200 for the Beaver Creek Bridge Section of FAS 610. Contract #5956 has been awarded to C. J. Montag and Sons.

Enclosed is a copy of the contract for your files and also another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones

V. R. Jones
County and City Relations Field Engineer

VRJ:djb
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-4-61	CC-708		505-1952-297

INVOICE NUMBER 70699

Columbia County Court
Courthouse
St. Helens, Oregon

Attention: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$6,200.00
Partial transfer county advance deposit for the Beaver Creek Bridge on FAS 610. Covered by agreement dated July 28, 1961.			5,000.00
To be retained			$1,200.00

RECEIVED
AUG 4 1961
ENGINEER
COUNTY & CITY RELATIONS

AC[illegible] REQUEST

BY

NOTED
V. R. JONES

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

NOTED
H. C. COX

Salem, Oregon
August 4, 1961

FAS 610 Advance Deposit
Columbia County

Mr. Ivan D. Merchant
OFFICE

We have received this date Columbia County's advance deposit representing its share in the estimated total cost for construction of the Beaver Creek Bridge on FAS 610. This project is now clear for award of a contract. Note attached copy of a letter from Judge Whipple. Will you please furnish him with the information he asks for.

John D. Graham
County & City Relations Office Engineer

JDG:djb
Att.

cc: G. S. Paxson

LOUIS J. WASSER, COMMISSIONER
GOBLE

O. D. CLARK, COMMISSIONER
ST. HELENS

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

August 3, 1961.

Mr. V. R. Jones,
County and City Relations Field Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Jones:

As per the request contained in your letter of July 31, 1961, you will find enclosed herewith Columbia County's warrant #6472 in the amount of $6200.00 for our advance deposit of 20% on project FAS 610 Beaver Creek Bridge.

Please let us know, as soon as information is available, the starting date of this project, as we may have some detour arrangements to make.

Yours very truly,

John W. Whipple
County Judge

JWW:n

RECEIVED
AUG 7 1961
FOR FILING

[illegible]

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. 2418

August 4, 1961

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing for the records and files of Columbia County a fully executed copy of an agreement between the State Highway Commission and Columbia County covering construction of the Beaver Creek Bridge on FAS 610 in Columbia County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
enc.

July 31, 1961

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

On July 28, a bid was received from C. J. Montag & Sons of Portland, Oregon, for the construction of the Beaver Creek Bridge on FAS 610. As per agreement between the County and State, the following advance deposit is required of the County prior to awarding of the contract:

Bid Items	$27,214.75	
Engineering & Contingencies, 12-1/2%	3,401.84	
Estimated Total Cost.............	$30,616.59	
County Advance Deposit Required		
20% of $30,616.59	$ 6,123.32	or say $6,200

Please make this deposit by a check payable to the Oregon State Highway Commission in the amount of $6,200, forwarding same to this office. When this deposit is received a contract can be awarded for the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
V. R. JONES

V. R. Jones
County and City Relations Field Engineer

VRJ:mm

NOTE
Harold C.

[illegible]
H. C. COX

Salem, Oregon
July 28, 1961

Mr. R. N. Chase
OFFICE

Federal Participation
County FAS Projects
July 27 Letting

As per agreement between the state and county, full federal participation should be collected on the following county FAS project to the amount shown:

Columbia County, Beaver Creek Bridge, Project S-474(1)...... $70,000

V. R. Jones
County & City Relations Field Engineer

VRJ:mm

NOTED
V. R JONES

NOTED
Harold C. Ayers

July 13, 1961

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Beaver Creek Bridge Section of FAS 610.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $30,300; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, have the County Clerk attest, with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than July 20.

It is presently planned to accept bids for this project on July 27, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl.

MEMO TO J. W. NASH
5/26/61

FAS 610, COLUMBIA COUNTY

TERMINI: From Quincey Grade School southwesterly approximately 1,000 feet (Beaver Creek Bridge Section).

PROPOSED WORK: Construct one R.C.D.G. bridge 120' long.

Length: 0.19 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$35,000	$21,000	$7,000	$7,000 (County)

EXISTING FACILITIES: Timber pony truss bridge #13809, 97' long, H.C. 17'-6". Roadway 18' bituminous surface on 22' to 26' roadbed. All on FAS 610.

ADJACENT SECTIONS: 18' bituminous surface/22' to 26' roadbed. FAS 610.

PROJECT DATA: Construct a 120' R.C.D.G. bridge on treated timber piling with a H.C. of 26'. Removal of existing bridge shall be included in the contract with the new structure being placed on existing alignment. Columbia County will close this road during construction of the new bridge and they will also build new approaches and connections as needed. Tentative base design is as follows: Type O-11 oil mat 22' wide with 4' shoulders. Top course base 2", bottom course crushed base 12" for a total depth of 15-1/4". Grading, surfacing, and oiling work will be done by County without federal participation. No additional R/W will be needed.

ROW:	60' minimum.
ACCESS CONTROL:	None.
RR XING:	None.
PUBLIC HEARING:	None required.
SYSTEM ACTION:	None required.
MINIMUM DESIGN STANDARDS:	No exceptions.
UNUSUAL OR COMPLICATED SITUATIONS:	None.

FAS 610 serves an area of small farms and is a school bus and mail route. It has minor log hauling and serves an ammunition dock and storage area.

HSC:mm

NOTED
H. S. COX

NOTED
C. G SWENSON

Salem, Oregon
4/28/61

Mr. J. E. Morelock
OFFICE

Beaver Creek Bridge
FAS 610, Columbia County

The subject named project has been inspected and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:[illegible]

cc: Ivan Merchant

NOTED
V. R. JONES

RECEIVED
APR 14 1961
ENGINEER
COUNTY & CITY RELATIONS

LOCATION PROSPECTUS
BEAVER CREEK BRIDGE SECTION
QUINCEY-MAYGER ROAD FAS 610
COLUMBIA COUNTY

4-7-61

The following prospectus is submitted concerning the above-mentioned county bridge, which is on the Federal Aid Secondary System. The southerly terminus is three miles northeast of Clatskanie where the Quincey-Mayger Road joins the Old Columbia River Highway. The northerly terminus is at the Quincey Grade School. The overall length of the project is 1,000 feet.

This will be a location survey to prepare plans, specifications, and estimates for the replacement of an existing timber A-frame truss on existing alignment.

There are no towns affected by the project. Routine soils investigations will be conducted and drainage studies will be made to provide adequate flow of Beaver Creek. An economic analysis is not necessary.

The existing 1959 ADT is 600 and the projected 1979 ADT is 1,000. Traffic and the condition of the existing bridge warrant a new structure with a horizontal clearance of 26 feet. The typical section will be two 11-foot travel lanes with 4-foot shoulders. Deviations from State and Federal standards are not anticipated.

Removal of the old bridge will be included in the contract and salvaging of materials will not be necessary. The county will construct any road work required and the road at the site will be closed to traffic during construction.

This will be a two-lane county road with no control of access.

The tentative base design for approaches by G. L. Dekcer is:

Wearing Surface	1¼"	0-11
Top Course, Base	2 "	Level
Bottom Course, Base	12 "	Crushed Base
Total Depth	15¼"	

(Base design subject to change upon completion of soils investigations.

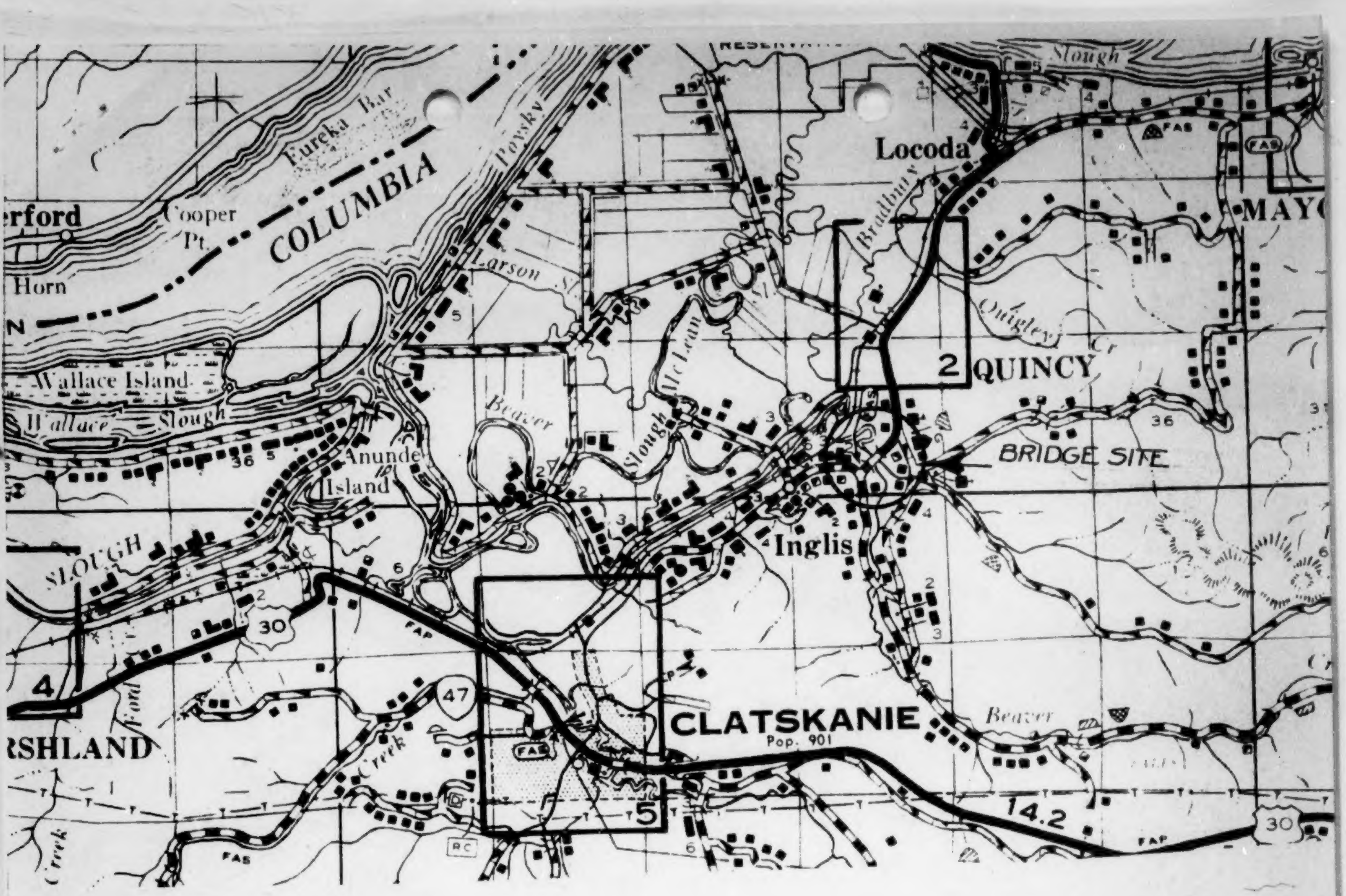
Agreements will be necessary with Columbia County.

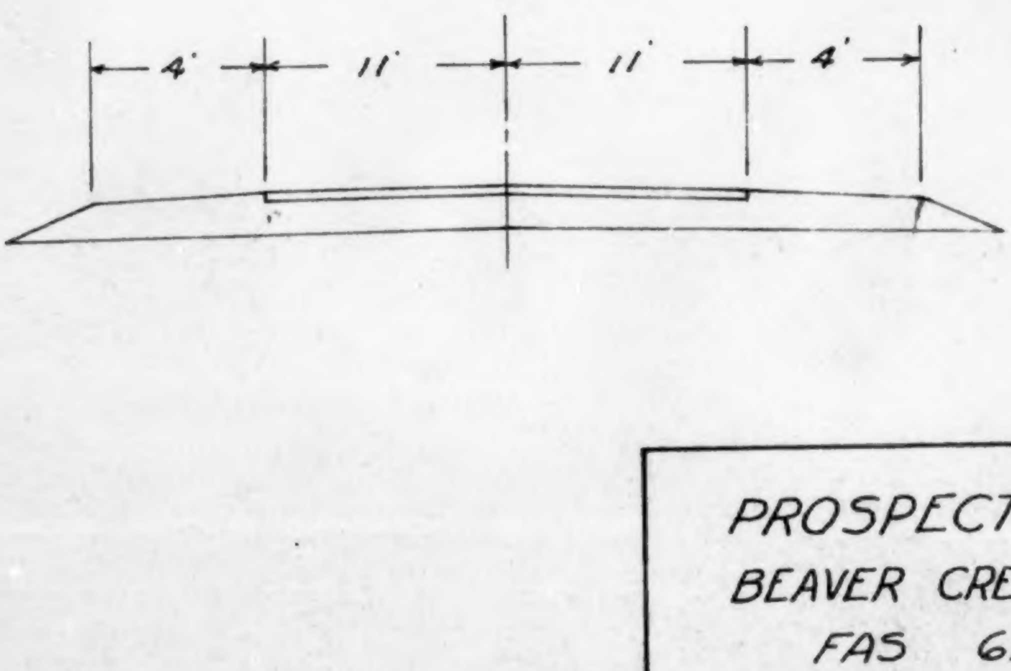
There are no State parks or roadside rest areas affected by this project.

April 7, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson ✓
Walter T. Wright (2)





PROSPECTUS MAP
BEAVER CREEK BRIDGE
FAS 610

COLUMBIA COUNTY

Scale 1" - 1 Mi. 1961

2

2-16-61

PROPOSED PROJECT
COLUMBIA COUNTY

FAS ~~609~~ 610, Quincy-Mayger Road: Beaver Creek Bridge, State Inventory #13809, $35,000. The proposed project is to replace the existing timber A-frame truss with a new bridge 26' in width. Removal of the old bridge will be included in the contract and salvaging of materials will not be required. The county will construct any road work required, and the road at the site will be closed to traffic during construction. The structure will be built on the present alignment. The bridge is situated 3 miles northeast of Clatskanie.

Approved 3/10/61

61-b
2/16/61

H. H. SHARRAH
ROADMASTER

COLUMBIA COUNTY ROAD DEPARTMENT
1260 DEER ISLAND ROAD
ST. HELENS, OREGON

PHONE 112

NOTED
V. R. JONES

February 16, 1961

NOTED
I. S. COX

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Mr. C. G. Swenson
County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Sir:

FAS 610

Columbia County Court has approved for F. A. S. construction two bridges, one on F. A. S. 609, Quincy-Mayger Road, Beaver Creek, State Inventory No. 13809, and one on F. A. S. 817, Dutch Canyon Road, South Fork Scappoose Creek, State Inventory No. 13344.

These bridges to be built on present alignment: grade on the F. A. S. 609, No. 13809, to be raised one foot above present grade of approach, and grade on F. A. S. 817, No. 13344 to be raised 8" above present grade of approach. The roads can be closed and traffic detoured on nearby County roads.

If possible the County Court would like contracts on these two bridges let sometime in July.

Very truly yours,
COLUMBIA COUNTY ROAD DEPARTMENT

H. H. Sharrah
H. H. Sharrah, Roadmaster

HHS/fl
cc: County Court

RECEIVED
FEB 20 1961
ENGINEER
COUNTY & CITY RELATIONS

Ref
Tab 61-8

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 5928 Ends with: Contract# 5956

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 105 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 3 day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm